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WHITEAWAY, LAIDLAW & CO., LTD.,

HONGKONG.

INSURANCE FRAUDS AT SHANGHAI.

SLUR ON BRITISH REPUTATION.

The trial of A. M. Spence and G. Y. Chalmers in connection with alleged bogus insurance company frauds was concluded at H.M. Supreme Court at Shanghai, on August 25th, before his Honour Judge "Grain" and a jury. The accused gave evidence in the witness box, Chalmers going into the history in some detail, and both denied being directly concerned in the insurance business, and said they had no reason to believe the two companies were other than genuine. After his Lordship had concluded his summing up the jury retired. They returned in 10 minutes with a verdict of guilty against both accused.

Chalmers was then charged that on April 15th, 1919, he was convicted on two charges of *estafa* (embezzlement) by the Court of First Instance in Manila, and sentenced to serve 18 months' imprisonment and pay an indemnity of Pesos 65,000.

He pleaded guilty. His Lordship, in passing sentence, said: "Chalmers and Spence, you have been found guilty after a full and careful trial, in which everything possible has been said on your behalf, and I am bound to say I agree entirely with the jury. On the evidence before them I do not see how they could have come to any other verdict. Your offence is a very serious one, for many reasons. For one thing, it is an offence which casts a slur on that reputation for honesty which the British have obtained throughout China. It is serious because you have defrauded poor people, and further because indirectly it injures firms established in China by lowering the foreigners' reputation for honesty. You, Chalmers, have been previously convicted for embezzlement and fraud. It is true that part of your sentence was remitted upon condition that you went away to a certain country and did not return. You were given money to go to that country, but instead of doing so you came to Shanghai and started again on a fraudulent career. The maximum sentence I have power to give you is two years with hard labour, but I hesitate to pass that. Although I ought to give you a longer sentence than the one you had before, nevertheless I shall sentence you again to 18 months' imprisonment with hard labour. As for you, Spence, your case is different. Chalmers, I think, was the leading mind in this conspiracy, and I shall also take into account the fact that you have got a clean record. I must pass such sentence, however, as will not only be a punishment but a deterrent to others, and you will therefore go to gaol for 12 months with hard labour."

TUNNELLING FOR WEALTH.

EAST INDIAMAN WRECKED 140 YEARS AGO.

For 140 years the wreck of the *Proserpine*, which is said to contain treasure worth several millions, has been lying close to the shore on the coast of Pondoland, the extreme east of Cape Province between the two small ports of St. John's and Port Shepstone. The East Indiaman was homeward bound when she struck a rock and sank with heavy loss of life. She lies in a cleft between two rocks. This has since been filled with sand which now covers the wreck to a depth of several feet.

A syndicate is at present engaged in an ingenious attempt to raise the chests of gold, silver, and precious stones that are believed to have formed part of the *Proserpine's* cargo. The failure of repeated efforts to reach the wreck from the sea above had shown that a totally different method of attack was necessary. Since the wreck is close to the shore, and is believed to be lying against a wall of rock, it was decided to drive a tunnel from the shore to the face of this rock and to build an air dock at the seaward end. Then, by blasting out the last portion of the rock, it is believed that it will be possible to cut a way through the side of the vessel so that divers will be able to gain access to the wreck at any time without being interfered with by the surf. A metal shield will be pushed forward at the end of the tunnel to complete a covered way right to the ship's side.

Considerable progress has been made with the boring of the tunnel, and those responsible are confident of success. During the preliminary operations to determine the exact position of the wreck numerous articles have been recovered including two of the ship's guns, Spanish and Indian gold, silver, and copper coins, buttons, and a broken silver fork.

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are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, —the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central. Fitting glasses and testing the sight is their specialty. —Adv.

DR. SUN YAT SEN'S PLANS.

A MISSION TO THE CHINESE LEADERS.

The Asiatic News Agency's correspondent at Shanghai says:—As a consequence of the invitations of President Li, Marshal Tso K'un and General Wu Pei-fu, Dr. Sun Yat-sen has appointed Mr. San Hung-yi, well-known as "Little Sun," and who was Home Minister of the first Tuan Chi-jui Cabinet, Mr. Eugene Chen, former Editor of the defunct *Peking Gazette*, and Mr. Kuo Tai-chi, former English Secretary to President Li, who is serving in a similar capacity under the "Provisional President," as his representatives to proceed to Peking, Tientsin, Paoing and Loyang to obtain from Northern leaders their views concerning the reunification plans. Dr. Sun may ultimately proceed to Peking if the preliminary discussions with the Chihli leaders prove satisfactory and feasible for co-operation. The mission of Little Sun is also connected with the fate of the proposed Tang Shao-yi Cabinet, and the final solution of the Chinese situation depends much upon its result.

A MYSTERY LAND.

GREAT SCIENTIFIC EXPEDITION FOR NEW GUINEA.

Three times the size of the British Isles New Guinea has been described by Miss Beatrice Grimshaw as the only part of the world that today remains unexplored to humanity. Late this year an expedition starts that will attempt the first crossing and to carry exploration into areas wide of the main line, laid down practically north to south. Maps give a false idea of the mystery land, indicating ranges of mountains and peaks that have only been sighted from the coastal districts or from the Fly River. Parties of Australians got in seventeen years ago during a gold boom, finding the precious metal, but only 40 per cent. returned; never accounted for the rest. Impenetrable jungle and immense swamps have been the barrier to humanity. Guinea gains new interest now that the war has added the German territory to the British.

The leader of the projected expedition is Mr. Neil McNeill, and his second in command Mr. Lucius Conolly. Both are fellows of the Royal Geographical Society, and have had experience in New Guinea. Mr. McNeill, an Australian, spent two years there on the Government survey, and, while hopeful, he does not minimise the difficulties. The crossing is about 500 miles. Landing at a point on the north coast in longitude 142 degs. E., the explorers anticipate in about six months reaching Mount Bluecher, 150 miles inland, which thus far has only been glimpsed. This may prove the most troublesome part of the journey, as the mountainous country is covered with thick forests. The next stage will be to the junction of the Fly and Strickland Rivers. From Mount Bluecher difficulties should diminish, as the expedition will be largely water-borne by riffs, and a vessel to meet them will navigate the Fly as far as possible from the coast. Below, where the rivers join, is an enormous swamp area. This, if it is possible, will be explored.

The British Pacific Scientific Expedition is wholly scientific in its purpose, and will number about twenty-two. From the starting day it will be in unknown country. It takes three doctors for medical duty and research, chemists, two topographical surveyors, meteorologist, geologist, mining engineer, naturalist, and other experts. The entire country to be traversed is British New Guinea, and its potentialities in timber, precious and other metals, sugar growing areas, and water power are entirely unknown. The cost is likely to be £60,000. London headquarters have been established at 29, Newman Street, Oxford Street, W. 1. Recently, Mr. Neil McNeill and some of his colleagues had a house-warming there, says the *Daily Telegraph*.

THE TROOPING SEASON.

HOME COMMANDS AND OVERSEA GARRISONS.

A War-office communiqué states that the following movements of troops between the United Kingdom and commands and garrisons overseas are announced:—Cavalry.—6th and 7th Dragoon Guards and 5th Lancers (one squadron each), United Kingdom to India; Scots Greys, Egypt to India; Inniskilling (8th) Dragoons (one squadron), United Kingdom to Egypt; 18th Hussars (one squadron), India to United Kingdom.

Royal Artillery.—10th (H) Battery, R.F.A., Iraq to Egypt; 13th Pack Battery, R.G.A., Egypt to Aden; 15th Pack Battery, R.G.A., Aden to Egypt.

Infantry.—2nd Buffs, Aden to United Kingdom; 2nd Norfolk Regt., Iraq to Aden; 2nd West Yorkshire Regt., India to Iraq; 1st East Yorks Regt., United Kingdom to Egypt; 2nd E. Yorks Regt., Iraq to United Kingdom; 1st Scottish Borderers, Egypt to Khartoum; 3rd Worcestershire Regt., India to United Kingdom; 2nd Sussex Regt., Malta to Constantinople; 2nd Dorsetshire Regt., Khartoum to Constantinople; 2nd Prince of Wales' Volunteers, Egypt to India; 2nd Essex Regt., and 2nd Sherwood Foresters, Constantinople to India; 1st Loyal Regt., United Kingdom to North China; 1st King's Royal Rifles (Cairn), United Kingdom to India; 3rd and 4th King's Royal Rifles, India to United Kingdom; 1st North Staffordshire Regt., Gibraltar to Constantinople.

Tank Corps.—1st and 2nd Armoured Car Companies, Iraq to India.

THE ST LEGER.

A mild sensation was caused on August 29th by the announcement that Captain Cuttle will not run in the St. Leger owing to recent treatment for lameness not having yielded to the treatment sufficiently to justify the risk. Captain Cuttle was officially scratched from the St. Leger at eleven o'clock on August 11th.

CHINESE STUDENTS.

AND BRITISH STUDENTS OF CHINESE CIVILISATION.

At a time when public attention is being directed to the question of educating Chinese on British lines, the following extract from a private letter from China may be of interest, says the *China Express* (London):—"You cannot—at least, for the present—usefully give to Chinese students a Western education of any kind, be it British, or American, or what you will. Opinions may differ whether our education is good for ourselves, or whether our powers of thought and action are not being clogged and impeded by the mass of information that we are called on to imbibe. But, right or wrong, it is at least developed naturally from our early upbringing, and has a natural growth from and with our home institutions. But to the Chinese student it is an edifice which finds no foundation in his own upbringing or his nation's past, and, therefore, it is useless to him, and worse than useless, for in the process he is swept off his own foundations, and only returns to add to the confusion in his own country."

"Before we can teach, or criticise, Chinese civilisation, we must understand what it is, what it has done for its people, and what it means to them, and, with this end in view, I propose that we should send out young, sympathetic scholars to study it on the spot. If funds are to be given, let them be given for that, and I believe that the result, if carried through, will be a revelation to the West, and even to the Chinese themselves; for in the excitement of the new life offered by the West, they are too apt to forget the value of their own. A Commission of (say) ten picked scholars might be sent out, by arrangement with the Chinese authorities, to make a study of Chinese life, and art, and thought, for a preliminary period of (say) five years."

I hope that some, at least, of them would be Hellenists; for there is a natural bond between the aspirations of Chinese thought to-day, and those of the Hellenic poets and thinkers, and Greek forms a natural stepping-stone for Chinese to the knowledge and understanding of the West. But if we can make no serious advance towards an understanding of Chinese civilisation, let us beware of trying to convert, or pervert, it to our ways."

A CHINESE THRONE.

GIFT TO VICTORIA AND ALBERT MUSEUM.

The following from a London paper amplifies a cable on the subject published a month ago:—

The Victoria and Albert Museum has acquired, by gift, what may perhaps justly be described as the most important example of Chinese furniture yet seen in this country. For some weeks the throne of the Emperor Chien Lung has been on exhibition in Messrs. Spink & Son's Oriental Gallery, King Street, St. James's. The Museum was given an option of purchase on exceptionally favourable terms, but its resources were quite unequal to so large an undertaking, and the nation owes this splendid acquisition to the generosity of a private donor, Mr. George Swift, J.P., who at the critical moment provided the whole of the sum required.

The throne was one of a pair, formerly in the Palace of Nan-Haiide, near Peking, its companion being believed to be now in the possession of the President of the Chinese Republic. It was made in the Imperial lacquer factory, maintained by Chien Lung for that Emperor's personal use. With the exception of the seat, which is of fine flat red lacquer, with floral decoration, it is executed throughout in carved lacquer of superb quality and workmanship, mainly red, but with layers also of green in two shades, brown and yellow.

The decoration is symbolical throughout of Good Fortune, Longevity, Married Felicity, and other matters of good omen, the centre panel of the back having for its chief feature the elephant bearing a case of jewels—a rebus signifying "Peace reigns in the North." The throne is 3 ft. 11 in. in height, 4 ft. 11 in. in width, and 3 ft. in depth, and the seat is still furnished with its original cushion of fine old brocade. It is now exhibited in Room 41 of the Museum.

THE BISLEY MEETING.

"CHINA" CHALLENGE CUP.

The shoot for the "China" Challenge Cup, which was presented in 1884 by the Volunteers in China for annual competition by the home Volunteers, took place at the Bisley meeting on July 21st. It is open to one team of six from the administrative area of any single Territorial County Association, such team to consist of past or present Territorials or past or present members of the Officers' Training Corps. The teams shot ten rounds per man at 600 yards, a time limit of 45 min. being fixed for the shoot. The City of London provided the winning team, their score being:—

CITY OF LONDON.
Lt. Col. A. F. Marchmont, 1st London, 47
Capt. F. M. Davis, 1st London, 46
Lt. C. Western, 1st London, 45
Sgt. A. Cooks, 1st London, 45
Sgt. H. G. Barr, 1st London, 45
Sgt. W. L. S. Alton, 1st London, 44

Total 273

Next in order of merit were: County of London, 264; Sussex, 262; Glamorgan, 236; Hampshire, 234; Essex, 233; Hertfordshire, 233; Surrey, 230; East Lancs, 248; West Lancs, 244; Glasgow, 223; and Devonshire, 227.

LOCAL CHINESE PRESS COMMENT.

CHINESE SEAMEN'S UNION OFFICIALS AND THEIR "SQUEEZE."

Appraisals of the recent shipping strikes in Hongkong and Shanghai, during which the employers continually endeavoured to negotiate direct with the men, ignoring the Union, the following pronouncement in the *Chinese Commercial News* throws some light on the attitude of the rank and file towards the officials. It says that the strike for higher wages was only accomplished by sacrifices on the seamen's part and they looked forward to building up a foundation for mutual benefit. Although the dispute was brought to a successful conclusion, the men have not received any benefit and now realise that they were merely misled into being merely the tools of the leaders. It is a pity that over a hundred Hongkong labour guilds, sympathising with false ideals, gave their support to the movement and caused a suspension of traffic in Canton and Hongkong, resulting in tremendous losses to the mercantile community. Instead of the Union enjoying an enhanced reputation, it has become an organization claiming tens of thousands of members, but under the direction of a few unscrupulous leaders in whom the men place no confidence. As regards the Union funds, the officials claim that no accounts can be prepared as the books and vouchers are lost. The subscriptions cover several lakhs, and loans have been procured from outside sources. Three months' increases of pay were handed to the Union, but in many cases, no receipts were given. There are over 30,000 members who pay an entrance fee of \$5.00 each. In addition to the entrance fees, there have been considerable amounts collected from seamen employed on overseas lines. The indebtedness of the Union amounts to over \$200,000, and the members have been informed that the Union is running short of funds. Under this pretence the men are charged signature fees and fees for attendance at receiving pay. In view of the Union's inability to present a statement of accounts for the approaching annual meeting and their other mal-practices, the members are urged to do their duty and bring about a change when the next election of officers comes round.

THE WATER SHORTAGE.

The *Chinese Commercial News* replying to the Government's announcement regarding the present restrictions, says that the authorities have not made sufficient inquiries into the various details of the question. The Government believes that a supply of two hours is sufficient for Chinese tenement houses; this will be fair if the time is evenly divided by the floors in each house. But the Government is not aware of the fact that the upper floors get practically nothing from the taps, and the occupants must resort to the public fountains, as a result of which women and children have to wait hours in queues. This is ample reason for the petitions to the Government to increase the service. However, in view of the scarcity of water in the reservoirs, the present curtailment has had to be enforced. To prevent waste, the Government will install meters in all houses; it believes that a system stipulating payment for excess consumption will cause the population to exercise care. Every year towards the end of September the reservoirs are full, but this year the storage is abnormally low and the Government, with a view to conserving the supply, has exercised much care and attention. But the Government's assertion that in Hongkong, where there is a house-service, the consumption per head is more than in Kowloon, needs explanation. There is really no comparison between Hongkong's figure of 23 to 24 gallons per head and Kowloon's figure of 12 gallons per head. On the Peninsula, the Chinese are mostly labourers or agriculturists who use less water for washing; their dwelling-places, clothing and for sanitary purposes. Moreover, the abundance of hillside streams and wells affords them opportunities for washing their persons and effects, thereby tending to decrease the amount of water consumed from the Waterworks. The Hongkong community wash their houses and clothing more frequently and their only source of water is from the mains. The harbour launches obtain their water from the wharves on this side of the harbour; the fish-stalls in the markets use a considerable amount; and previous to the curtailment the supply was drawn on for cleaning the streets. As a result of the influx of refugees from Kwangtung Hongkong's population has been increased by over one hundred thousand. These are only a few of the explanations regarding the difference between Hongkong and Kowloon's figures and the Government should not draw the conclusion that in Hongkong, where the supply is handy, there is wastage, and in Kowloon, where the people have to draw their water, the supply is less. The solution of the question, lies, not in the restriction of supply, but in our sources of obtaining water. We were informed that when the Tai Tam Tuk Reservoir was completed, Hongkong need never fear a shortage. But the present scarcity is due to lack of substantial rain and the community's sympathy with the Government's difficulties. The Government's attention should be drawn to the hillside streams at Pokfulam and Kennedy Roads, that run to the harbour. Cannot this water be collected into the reservoirs, and thus augment the supply? The public dislike of the proposed installation would be averted, if this were attempted before the scheme of meters is introduced.

THE PERJURY CHARGE.

A VERDICT OF "NOT GUILTY."

The hearing of the charge of perjury was continued at the Criminal Sessions, yesterday, before the Chief Justice (Sir William Rees Davies).

The Chief Justice gave his decision on the submission of counsel for the defence (Mr. Easley Zeitlyn) that there was no case to go to a jury. Sir Wm. Rees Davies said he had given consideration to the contention that the assignment of perjury, as alleged in the indictment, was not borne out by the evidence, taken as a whole. Mr. Zeitlyn had referred him to certain authorities—old cases, but still cases whose principles were generally speaking, still accepted by the Courts. It seemed to him, to be a question for the jury whether the defendant made a mistake, and then set it right in the second document. The Chief Justice expressed the opinion that neither of the authorities quoted by Mr. Zeitlyn were definite on the point and that the case must go to the jury on the facts.

THE DEFENCE.

Opening the case for the defence, Mr. Zeitlyn told the jury that the defendant was an old man with an honourable and an honest past and it was most important to him that evil minded persons should not be able to say that he got off on this serious charge on some technicality and he (counsel) was glad, therefore, that His Lordship, in his wisdom, had, after considering the point which he had felt in his duty to raise, decided to leave the matter to the jury for them to consider the evidence and give a verdict upon it.

The defendant was 67 years of age, Mr. Zeitlyn said, and, prior to coming to Hongkong was a director of customs in North China. After arriving here he went into business with men like Sir Robert Ho Tung, Mr. Ho Kom Tong, and the late Hon. Mr. Lau Chu Pak, whose names, counsel understood, were household words in the Colony.

In the beginning of 1916 the defendant, who for many years had had dealings with a clerk in the employ of Messrs. Wilkinson & Grist, was induced to enter into some business combination and an agreement was put before him which he signed. The company was called "Walter Ford and Company." Walter Ford, whom counsel understood to be a gentleman of Chinese origin, was not known to the defendant by that name but his Chinese name of Leung Wing Cheung. The agreement handed over the sole control of the company to a man named Vincennes who had since left the Colony. From the day he signed the agreement to this the defendant had heard nothing of the company. He did not know the name Walter Ford and Company and the document in which he declared that he was not a partner was, as shown by the Crown evidence, sworn before an interpreter who did not know the Chinese name for Walter Ford and therefore used the English rendering.

DEFENDANT IN THE BOX.

Giving evidence the defendant said he did not know what "Walter Ford" meant and when he said he was not a partner in the firm he believed that to be true. Since he signed the agreement he had not had the document in his possession, nor a copy of it.

Mr. Zeitlyn: Do you know what the effect of the document was?

Defendant: I was told that it was an agreement for Leung Wing Cheung.

Continuing his evidence the defendant said he had been involved in about a lakh of dollars in payment of the Company's debts.

Cross-examined by the Attorney-General the defendant said that when he first came to Hongkong he was connected with an opium firm; he had also been a partner in one or two Chinese banks.

Mr. D. K. Blake, solicitor, of Messrs. Wilkinson and Grist's, said he entered an appearance in one of the actions against Walter Ford & Co. and joined the defendant's name, amongst others, as one of the partners. In doing this he did not act on the instructions of the defendant but, according to the Code, one could not enter an appearance in the name of a firm but must enter it in the name of the partners or of one partner. He put down the names of the partners that he knew.

Mr. J. M. Hall, solicitor, of Messrs. Wilkinson and Grist's, gave similar evidence with regard to another action.

Ng Yuk Shui, interpreter to Mr. Longinotto, gave an account of the preparation of the defendant's two affidavits.

FINAL ADDRESSES.

Mr. Zeitlyn, addressing the jury, submitted that the defendant's action would not have succeeded in delaying proceedings—the motive suggested by the prosecution. He urged that the defendant's statements were entirely explained if the jury accepted his statement that he did not know the firm by the English name of Walter Ford & Co.

The Attorney-General dealt with various parts of the defendant's evidence to show what Mr. Kemp called the defendant's "shiftiness." He submitted that it was hardly conceivable that these actions against Walter Ford & Co. could have been going on unknown to the defendant, especially in view of garnishee orders against his accounts obtained by the Bank. Mr. Kemp suggested that the defendant changed his solicitor because his usual solicitors knew about the partnership agreement. Defendant's Club was in the same building as the offices of Walter Ford & Co., and could the jury believe that the merchant, banker, opium farmer and partner in many firms did not take the trouble to make enquiries about this firm or about the claims on his banking account on its behalf?

The Chief Justice, in summing up, remarked to the jury that they had had the opportunity of listening to a very able defence put forward by counsel for the defendant, in which he was sure they would agree counsel had exercised every possible ingenuity and ability. They had also listened to a well reasoned reply by the Attorney-General; it now became his duty to sum up.

"Unfortunately, perjury is very rife in these Courts," continued the Chief Justice. "I have had occasion, over and over again, to refer, since I have been on the Bench, to the great amount of false swearing that takes place. That, however, should not weigh with you in the present case, one way or the other; but I think it my duty to say this, before I go on to the facts of the case, that the Crown, in my judgment, was justified on the evidence as it stood, in submitting this case for the consideration of a jury."

The Chief Justice quoted a definition of perjury as "a wilfully false oath," one had to be clear that the false oath was taken with some degree of deliberation and not because the witness was surprised or spoke through inadvertence. The Chief Justice then read over the evidence of the principal witnesses on both sides and asked the jury to consider their verdict.

After a retirement of about twenty minutes the jury returned a unanimous verdict of "not guilty."

The prisoner was accordingly discharged.

The jury—a special one—consisted of Messrs. D. G. M. Bernard (foreman), G. P. Curry, H. A. Lammer, A. G. Coppin, R. M. Dyer, W. G. Goggin and E. J. Chapman.

FIRE ALARM IN KOWLOON.

BRIGADE AND POLICE CALLED OUT.

Last night just before 7.30 o'clock the Kowloon Fire Brigade received the alarm that a fire had broken out at No. 6, Humphrey's Avenue, occupied by Mr. Remedios. The Brigade turned out in very smart time and the two fire engines were at the scene of the fire within a few minutes from the time of receiving the call. In remarkably quick time a crowd of people collected and for a time there was some excitement. A few enquiries showed that the conflagration was nothing more than a small chimney fire in the kitchen, which was extinguished by two firemen, with the aid of a ladder.

It should be mentioned that a number of European policemen in the various outlying districts of the Peninsula, such as Hong Hom, Mongkok, etc., on receipt of the fire alarm, which was sent out to all the Police Stations in the neighbourhood, were present at the fire within a few moments after the arrival of the Brigade. This was certainly smart work on the part of the police.

MORE BURGLARIES.

A forklift is reported to have been stolen from No. 8, Queen's Road Central with a quantity of gold worth \$35 and a number of pearls worth \$250.

A burglary took place on Monday night at No. 10, Sai Koon Street, occupied by a candy salesman. Property to the value of \$135 was stolen. The burglars gained access into the house by removing a pane of glass from the kitchen window.

THE S.S. "CHIH LI."

STORY OF THE CHIEF OFFICER'S SEARCH FOR ASSISTANCE.

Further information is to hand concerning the stranding of the China Navigation Company's steamer *Chih Li* in Huitan Bay, near Amoy, on Friday, August 25th. The vessel, it appears, was caught in a typhoon whilst on a voyage from Newchwang to Swatow and driven out of her course right into Huitan Bay which is infested with rocks and sandbanks. The typhoon sprang up with great suddenness at about noon and it was accompanied by a torrential downpour of rain which made it impossible to see any distance ahead. Driven before the storm the vessel passed by several dangerous shoals, which, if she had struck, would have meant almost certain doom for those on board. She finally stranded on some rocks about half-a-mile to the north-west of Steward Point, and not on the Chan Chat Rocks as has been stated.

Steward Point is on the north side of Quenoy Island, which is about 13 miles from Amoy.

Shortly after the stranding, the Chief Officer (Mr. Bidwell) volunteered to cross the Island of Quenoy in search of assistance. Details of how Mr. Bidwell crossed the Island have not yet been received, but he seems to have eventually reached a small village where he was able to get a launch to take him over to Amoy. There he delivered the first news of the vessel's stranding. The distance across Quenoy Island from Steward Point to the place where the village was found is nine miles.

Yesterday afternoon a salvage tug boat from the Taikoo Dock was sent to the stranded steamer's assistance, but very little hope is entertained of saving her. At the time of stranding the *Chih Li* carried a full cargo of meal cake. At low water she is lying practically high and dry. With her heavy cargo it is feared that the strain will result in her breaking up before she can be taken off.

The *S.S. Chih Li* was built in 1909 by Messrs. Scotts of Greenock. She has a deadweight tonnage of 2,500 tons. She is 280 feet in length, with a beam of 38 feet. The master of the vessel is Capt. J. M. Clark, and the agents are Messrs. Butterfield & Swire.

There has been no loss of life on board the vessel. Five European officers were carried on board.

HONGKONG BOOK CLUB.

The first annual meeting of the Hongkong Book Club was held last night at the Sanitary Board's offices, Mr. Tom Wright presiding. A large number of members were present and a still larger number of new books bought for the coming year were on view. A proposal was before the meeting to house the book case elsewhere than in the Sanitary Board offices but the generous facilities already afforded by the Head of the Sanitary Department were evidently so much appreciated that there was considerable reluctance to making any change. Ultimately the matter was left to the new Committee after inspection of the proposed "alternative accommodation."

Dr. W. W. Pearce, who was elected President, took occasion to express the appreciation of members of the services of Mr. Tom Wright, the first President, and the indefatigable secretary, Mr. Chas. Gerken. Reference was also made to Mr. Tom Wright's approaching departure from the Colony and his initiation of the idea of the Book Club. On the proposition of Mr. Shaftain, Mr. Wright was elected an honorary life member.

Mr. Chas. Gerken again undertook the duties of secretary and treasurer. Mr. and Mrs. Lane, Mr. P. T. Lamble, Mr. F. W. Shaftain and Mr. C. G. Anderson were elected to the Committee.

SPORT WATER POLO.

The League match at the V.R.C. bath yesterday between the R.G.A. and The King's resulted in a victory for the R.G.A. by 4 to nil. Reddick scored 2 goals, Davis and Wood the others.

The V.R.C. won their match against the U.A.C. by 8 to nil. Bumschert scored 5 and Easmussen, Sewell and Watson one each. This completes the V.R.C. fixtures.

They have won them all.

The matches for to-morrow are:—U.A.C. v. King's. L.R.C. v. R.G.A.

AN UNATTENDED MOTOR IN DES VOEUX ROAD. WHO WAS RESPONSIBLE—GARAGE OR THE HIRER?

Dr. Lee was summoned before Mr. Hamilton, at the Magistracy, yesterday morning, by Traffic Inspector Garrod, for leaving a motor-car, No. 309, unattended in Des Voeux Road Central on Sunday morning, the 14th inst.

Dr. Lee, in answer to the summons, said that he only received the summons a few days ago and during the interval it was very hard to remember the facts of the case. He was the driver of the car on that day, but he certainly did not use the car that morning. He was not responsible for taking the car out of the garage. The car was hired by him, day by day, from the Dragon Motor Car Company. In this particular instance he did not take the car out, neither did his boy, who could not drive.

Inspector Garrod said the offence took place between 10 a.m. and 10.30 a.m. Dr. Lee was notified on the following morning by the police. On the defendant denying responsibility he immediately communicated with the Dragon Motor Car Company. Mr. Lauriston replied that as the car was hired for the day by the Doctor the Company was not responsible. The Inspector admitted that it seemed to be a hard case on the defendant, but somebody was responsible. It was with difficulty that the Inspector got one of the Dragon Company's chauffeurs to take the car into the garage. The car was left outside the Victoria Cafe and was blocking the street.

The Magistrate informed the defendant that as the car was hired by him for the day he would have to hold him responsible. A fine of \$5 was imposed.

DANGERS OF SPEEDING AT CAUSEWAY BAY.

TWO FATAL MOTOR ACCIDENTS IN A FORTNIGHT.

Prosecuting in a remand case in which the defendant, Mr. T. H. G. Brayfield, consulting engineer of Messrs. Carmichael & Clarke, was charged with leaving his motor-car in a manner dangerous to the safety of the public, at Causeway Bay, Traffic Inspector Garrod said that during the past two months 10 men had been convicted at the Magistracy for similar offences at Bay View or Whitfield. A few months before that one man had been convicted and he was not given the option of a fine. He was sent to prison for three months. During the past fortnight one man had been killed in this village and another man had been killed about 300 yards to the west of the village; just by the Polo Ground.

The Magistrate (Mr. Hamilton) who had taken the evidence at a previous hearing of the case found the case for the prosecution proved and imposed a nominal fine of \$5.

KOWLOON ROBBERIES.

ARMAND BUILDINGS A FAVOURITE PLACE FOR BURGLARS.

Prosecuting a Chinese youth as a rogue and a vagabond, at the Magistracy, yesterday, Sub-Inspector Shannon of Kowloon, in explaining to Mr. Lindell that the youth was arrested on Sunday night, in a passage way at the rear of Armand Buildings, with a screw-driver and a box of matches in his possession, said that every night there were reports of people breaking into the different flats of Armand Buildings and into houses on Observation Hill. "Last week," added the Inspector, "there was a burglary; each night in the neighbourhood. Things have become so bad that I have had to put six men in charge of a detective to picket the neighbourhood."

Regarding the possession of matches a Chinese detective told the Magistrate that it was most unusual for a Chinese to carry matches.

Asked as regards the screw-driver, the defendant said that on the night prior to his arrest there was an alarm of stealing at No. 3, Armand Buildings. At the request of an amah, he went there to fix two screws in the lock of a door that had been forced. He forgot to leave the screw-driver behind.

The Magistrate: More likely to undo the lock you mean? That story can be easily verified.

The defendant, in reply to the Magistrate, said he had been in Hongkong for three years and was formerly employed as a shop coolie. He had been out of employment for about a month. At times he slept with friends at No. 2, Armand Buildings.

The Magistrate remanded the case until this morning for the defendant's statement to be verified and told the youth that if his statement turned out to be a "cock and bull" story it would be all the worse for him.

FOOTBALL CLOTHING.

AS USED BY THE LEADING PROFESSIONAL CLUBS.

JERSEYS **KNICKERS**

ANKLETS **KNEECAPS**

STOCKINGS **SWEATERS**

"BUKTA" TRADE MARK.

"McGREGOR" FOOTBALL BOOTS.

SPALDING'S & SHILLCOCK'S FOOTBALLS.

SPECIAL TERMS TO CLUBS.

SPORT DEPT.

LANE, CRAWFORD, LTD.

SODA FOUNTAIN

CAFE WISEMAN.

SUNDAES, PUNCHES, ICE CREAM SODAS, ALL FLAVOURS.

BEST SERVICE. HIGH QUALITY. LOW PRICES.

LANE, CRAWFORD, LTD.

SHORTEST BABY GRAND

BY

COLLARD AND COLLARD

(EXPERTS IN TROPICAL CONSTRUCTION)

AT

ANDERSON'S

Wm. Powell Ltd.

TELEPHONE 3146.

Glyn's Hand made Hats

Old English make

WE ARE NOW SHOWING THE NEWEST SHAPES IN SOFT FELTS, VELOURS, TWEED, SINGLE AND DOUBLE TERAI, ETC.

INSPECTION INVITED

AT

No. 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

JANTAR DE HOMENAGEM
AO SENHOR SENADOR POR MACAU

FRANCISCO ANACLETO
DA SILVA.
NO DIA 1 DE SETEMBRO DE 1922

Os membros da Comunidade Portuguesa de Hong Kong que queiram tomar parte neste jantar, poderão inscrever os seus nomes nas listas que se acham patentes nas Secretarias do Club Lusitano, Club do Recreio e Catholic Union.

CERVEIRA DE ALBUQUERQUE
Conselheiro Geral do Portugal.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO'S STEAMER
"KALYAN"

Arrived Hong Kong on 29th August, 1922.

FROM ANTWERP, LONDON, GIBRALTAR,
MANSEILLES, PORT SAID, ADEN,
BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hong Kong, 29th August, 1922. [1438]

KONINKLIJKE PAKETVAART
MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND
BELAWAN DELI.

THE Steamship

"VAN OVERSTRAAT"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by the 5th Sept., 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 4th Sept., 1922, at 10 a.m., by Messrs. GODDARD & DOUGLAS.

Claims against the Steamer must be presented in writing within ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the underwritten in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LUN.

Hong Kong, 29th August, 1922. [1414]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA,
PORT SAID, COLOMBO & STRAITS.

THE Motor Vessel

"GLENARIFF"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th Sept., 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignee by Messrs. GODDARD & DOUGLAS on 5th Sept., 1922, at 10 a.m. Claims against the Steamer must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise, they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 29th August, 1922. [1437]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"TYMERIC"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th Sept., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined at 10 a.m. on the 4th September.

Claims against the Steamer must be presented within ten days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 30th August, 1922. [1438]

NEW ADVERTISEMENTS

REMOVAL NOTICE.

ANDERSON, MEYER & CO., LTD.

beg to announce the REMOVAL on

September 1st, 1922, of their Office from

No. 2, Queen's Road Central to

No. 67, 69, DES VUEX ROAD

(SITE OF THE OLD VICTORIA

THEATRE). [1439]

HONGKONG CLUB.

NOTICE.

THE Second Yearly DRAWING of 30 DEBITURES (1922 issue—\$300 each) of the Hong Kong Club, payable on Saturday, the 30th September, 1922, will be held in the Club House at 11 o'clock a.m. on Friday, the 8th September, 1922.

Bearers of Debentures are invited to attend the Drawing.

By Order, A. H. ABBAS, Secretary.

Hong Kong, 29th August, 1922. [1416]

THE HONGKONG HOTEL CO., LTD.

IT IS HEREBY NOTIFIED THAT AN

INTERIM DIVIDEND of SIXTY CENTS per share on FULLY paid up shares and EIGHTEEN CENTS per share on PARTLY paid up shares has been declared for the HALF YEAR ending 30th June, 1922.

The dividend will be payable on and after WEDNESDAY, the 30th AUGUST, 1922, on which date dividend warrants may be obtained at the Company's Office.

THE REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 29th to WEDNESDAY, the 30th AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. V. WARD, Acting Secretary.

Hong Kong, 29th August, 1922. [1436]

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty Cents (50 cents) per share has been declared for the half year ending 30th June, 1922.

Such Interim Dividend will be payable on and after MONDAY, the 11th September, at the offices of the Company, where shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Company will be CLOSED from the 30th Aug., 1922, until the 11th September, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors, SHEWAN, TOMES & CO., General Managers.

1401]

S.S. "TUNGSHING."

STRANDED IN SWATOW HARBOUR.

Messrs. JARDINE, MATHESON & CO., LTD., General Managers, Indo-China Steam Navigation Co., Ltd., Hong Kong, are prepared to receive TENDERS for the temporary repair, floating, and delivery of the above steamer her stores, apparel and tackle, afloat in the Harbour of Swatow, in a condition for proceeding to Hong Kong.

Permits for inspection of vessel as she now lies, will be issued on application to the above.

[1404]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate No. 13, WING KING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagees By

PUBLIC AUCTION, IN ONE LOT, On

MONDAY, The 18th Day of Sept., 1922, at 3 o'clock P.M.

By Messrs. LAMBERT BROTHERS, At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hong Kong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing King Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Voeux Road Central,

and Messrs. LAMBERT BROTHERS, Auctioneers, 397.

TO-NIGHT AT

THE CORONE

THE REVENGE

OF TARZAN.

KOWLOON THEATRE.

THE JUNGLE

GODDESS.

Episodes 9 & 10.

INTIMATIONS

FRANCIS WILLIAM MITCHELL

(DIED 1890).

JOHN STEWARD LAPRAIK

(DIED 1893).

Information as to "JOHN ROBERTS" SENIOR and Family is wanted in connection with the above deceased.

JOHNSON, STOKES & MASTER, Solicitors, &c., Prince's Building, Hong Kong.

Dated the 29th August, 1922. [1415]

THE HONGKONG JOCKEY CLUB.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS will be held in the JOCKEY CLUBS Rooms, Hong Kong Club Annex, on MONDAY, SEPTEMBER 4th, 1922, at 5 p.m., for the purpose of confirming the Resolution passed at the Extraordinary General Meeting held on the 15th day of August, 1922, approving the Stewards' scheme for carrying out certain alterations in the Jockey Club premises at the Race Course.

[1400]

HONGKONG GENERAL CHAMBER

OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS for BEGINNERS will commence on MONDAY, 11th Sept., 1922. It is efficient support for foreigners. Applications for enrolment and enquiry regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order, D. K. ELAIR, Secretary.

Hong Kong, 29th August, 1922. [1418]

G. R. RABIES.

A CASE OF RABIES having been verified in May Road the attention of Dog Owners is drawn to paragraph 2 of the "Dogs" regulations requiring owners to report any suspected case to the nearest Police Station.

The public are also requested to report any suspicious case that comes to their notice either to the Police or the Colonial Veterinary Surgeon direct.

G. H. SAYER, Head of the Sanitary Department.

[1420]

HONGKONG SOCIETY FOR THE

PREVENTION OF CRUELTY

TO ANIMALS.

WILL Members, who have not paid their subscriptions for the current year, kindly forward same to the undersigned.

As the Society will soon be short of funds, the Committee earnestly invite the support of all Lovers of Animals in the Colony, in order that the good work now begun may be continued.

WE SPEAK FOR THOSE WHO CANNOT SPEAK FOR THEMSELVES.

ANYONE may become a Member by forwarding \$2. to the Hon. Treasurer.

Annual Subscription for Member, \$2.

Children, \$1.

J. H. RAMSAY, Hon. Treasurer, c/o The Hong Kong & Shanghai Banking Corporation.

[1414]

CLEARANCE SALE

OF SHOP-SOILED

NOVELS

AT PRICES UP TO

\$1.00

AT

11, Beaconsfield Arcade.

PREPAID "WANTED"

ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RV, TH, TV.

WANTED.—Japanese Woman wants post as Children's Nurse, preferably on Peak. Apply Box T.X., c/o Daily Press Office. [1429]

OPHTHALMIC SURGEON D.O. (Oxford) seeks position as eye-specialist or locum tenens from June, 1923. Please apply Box No. T.Y., c/o Daily Press Office. [1430]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.

Further details apply W. C. HUMPHREYS & Co. [485]

FOR SALE.

STEAM LAUNCH. Dimensions, Length Overall 65 ft., Beam 10 ft., Depth 5 ft., 7 inches. Hull of Hardwood, underwater with Teak top, sides, & deck. Frames of Ipoh. Engines 61" x 15" or

Boiler, 4 ft. 9 inches dia., 6 ft. 6 inches long. Speed 9 knots.

For further particulars apply to P.O. Box 474, Hong Kong. [1428]

INTIMATION

JOHN DEWAR
& SONS, LTD.,
PERTH, SCOTLAND.

By Royal Appointment
to His Majesty
The King.

WHITE LABEL

FINEST

SCOTCH WHISKY

OF GREAT AGE.

AWARDED 50 GOLD AND
PRIZE MEDALS.

AGENTS:

A. S. WATSON &
CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

BIRTHS.

LUTON.—At Shanghai, on August 24th, to Mr. and Mrs. N. E. LUTON, a daughter.

WILSON.—At Foochow, on August 16th, to Mr. and Mrs. JOHN G. P. WILSON, a son.

DEATHS.

ARTINDALE.—At Shanghai, on August 25th, GEORGE RICHARD ARTINDALE, aged 45 years.

KILKENNY.—At Shanghai, on August 25th, JOHN JAMES KILKENNY (Detective Sergeant, S.M.P.), aged 29 years.

RODRIGUES.—At Shanghai, on Aug. 24th, JOANNA ANGELICA MAHER RODRIGUES, aged 47 years.

HONGKONG OFFICE: 104, DES VUEX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 30th, 1922.

THE FAILURE OF GREAT ADVENTURES.

Great adventures like the attempt to reach the summit of Mount Everest, the highest mountain in the world, or the effort of Major BLAKE and his companions to fly around the world, or the attempts to reach the Poles of the earth, never fail to command the eager interest of all who love the spirit of adventure, and our admiration of the pluck and enterprise of those who undertake these enterprises is not lost in our genuine sympathy when failure, often disaster, overtakes them. Within the past month or so we have had to lament two such failures—the failure of General BAUCS and his gallant party to reach the summit of Mount Everest when they were within measurable distance of achieving the goal of their ambitions, and secondly the abandonment, under stress of circumstances, of the daring effort which Major BLAKE and his two companions were making to accomplish a flying feat which none had ever before

attempted—an attempt to fly round the world. While we sympathise with these bold spirits in their great disappointments, most of us, like Little PERKIN of the Battle of Blenheim story, feel constrained to inquire what good, of what practical value to the world, victory would have been in either of the efforts we have named. In the successful Polar expeditions contributions have been made to the scientific knowledge of the world, and the same, we suppose, may be said of the attempts which have been made to climb to the top of Mount Everest. We do not know whether it can be claimed that much has been lost to the scientific world by the failure to get to the actual summit of the mountain. Nor can we see that by the failure of the aeroplane flight any very valuable knowledge is lost to the world. Victory would have spoken eloquently of the pluck of the aviators, the stability and strength of the machines and the perfection of the motor; but these things are already gauged. It has been proved that with good fortune it is possible to fly across the Atlantic and the late Sir ROSS SMITH and his brother earned their knighthoods by demonstrating the possibility of flying from England to Australia. It was these daring aviators who conceived the idea of flying round the world. The tragedy of Sir ROSS SMITH's death when descending after a final trial of the machine in which he hoped to achieve his purpose illustrated the risks attendant on the adventure, but it did not deter others from attempting the feat. Major BLAKE and his companions succeeded in reaching Calcutta, where the leader of the enterprise had to enter hospital to undergo an operation for appendicitis. Nothing daunted, his companions resolved to carry on, but were overtaken by disaster in the sea of Bengal when near the coast of Burma, and then it was that the enterprise was definitely abandoned. The honours of aviation from Europe to the East rest with the Italian aviators who, a few years ago, succeeded in flying from Rome to Tokyo. We do not suppose that the last has been heard of an attempt to fly across the Pacific. That project is likely remain a temptation to ambitious aviators eager to do something that has never been accomplished or actually attempted before. The plans drawn up by the late Sir ROSS SMITH and adopted by Major BLAKE remain on record. Their intention was to fly from Japan to Kamtschatka and cross by way of the Aleutian Islands to Alaska. From Alaska they were to fly down the coast of Canada to Vancouver there to pick up another machine in which they were to cross Canada to Halifax. At Halifax a flying boat was to be ready to take them up the coast of Labrador and across to Greenland. Here they were to replenish their stores and continue their journey on to Iceland. From there they intended to cross to the Orkneys and then proceed to London which they hoped to reach in October. All the details as to weather possibilities along the line of route had been carefully worked out, but as the Scottish poet has it "the best laid plans of mice and men gang aft agley." One wonders why, with the interest which is shown in aviation in Japan and on the American continent, the slight across the Pacific has not been attempted from one side or the other. Nothing is heard of any projected enterprise of the kind in either country, and some adventurous aviators from the land of the late Sir ROSS SMITH and Major BLAKE may yet achieve the distinction of being the first to accomplish the feat, for we may be sure that the enterprise is not abandoned for ever, whatever may be the practical utility of it.

The Night Fete announced by the Y.R.C. takes place to-night at 9 p.m.

Major and Mrs. Lawes left the Colony yesterday by the P. & O. steamer Devanha for London.

A London paper states that the late Mr. James Henry Osborne, of Shanghai, and of the Shanghai Dock and Engineering Co., Ltd., left personal estate of the gross value of 24,385.

A missionary conference will be held at Ichfield from October 2nd to 6th. The subject will be "The East at the Crossways," and among the speakers will be the Rev. G. P. Sayell and the Rev. F. J. Griffith, on China.

H.M.S. Vendictive, a light cruiser, is to leave Portsmouth about the middle of October with naval reliefs on board for the East Indies and China Stations. The Vendictive is commanded by Captain Cathcart Wason, O.M.G.; O.L.E.

By the Dutch steamer Fox Overstraten which arrived yesterday, was a Portuguese detachment of 100 men for the Macao garrison.

The ordinance by which former enemy aliens were prohibited from residing and carrying on trade in the Colony of Hong Kong expired yesterday.

The Municipal Police Department of Canton has ordered the gates of the city to be pulled down "for the convenience of the public and the hawkers."

As a result of recent heavy rains in the north many Chinese houses in Peking collapsed, and it is estimated that between 40 and 50 fatalities occurred.

The World Theatre are showing an attractive photodrama of love and drama entitled "Brave and Bold" in which William Fox presents the acrobatic George Walsh.

Lieutenant C. H. CARNE, I.O.O., has gone to Shanghai, for the purpose of carrying out the annual inspection of arms and ammunition, Shanghai and North China.

The Observatory report shows the rainfall for the twenty-four hours ending at 10 a.m. yesterday was 2.43 inches. We need many more such rainfalls yet before it will be possible to remove the present restrictions on the supply of water.

The London Gazette announces under date Foreign Office, July 17th, that the King has been pleased to approve of M. Johan Olof de Lilliehöök as Consul-General of Sweden for Hong Kong; and Señor Don Eleodoro Rouillon as Consul of Peru at Hong Kong.

A somewhat unusual feature of the motor-car industry has just been seen in Japan, consisting of an exhibition of second-hand cars. Apparently it was successful in fulfilling its purpose, for as many as 30 of the cars were disposed of, some for less than 1,000 yen.

Mr. T. M. Leitch (Hong Kong and Shanghai Bank), son of the late Rev. Andrew Leitch, Rector of Drumclough, Co. Tyrone, was quietly married on July 19th at the Church of St. Lawrence, Forres, to Mary Gair, widow of Major Guy Egerton, D.S.O., R.F.A.

A play was shown at a Harbin theatre recently entitled "The Death of Nicholas II." During the evening the old Russian hymn, "God Save the Tsar," was played, and it is stated that the hymn was repeated three times at the demand of the audience, who heard it standing.

An arrangement has just been put into force by the Pacific Mail Steamship Co. to supply homebound vessels with fresh vegetables. Under the new plan the out-bound steamers will carry fresh vegetables from San Francisco for turning over to the homeward bound steamers at Yokohama.

Money and jewellery to the value of \$175 were stolen from No. 124, Wood Street, on Monday night. The complainant, a Chinese

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]THE IRON HEEL OF COMMUNISM.
CAUSES MEMBERS OF RUSSIAN PARTY TO SECEDE.

Riga, August 29th.

It is reported that several well-known Communists have seceded from the party, as a protest against the deportation of intellectuals, mentioned in a cable message dated August 21st. Several Social Revolutionaries escaped from the concentration camp at Archangel, upon which the remainder of the prisoners were deported to Novosibirsk.

TRAIN WRECKING IN U.S.A.
NINE ARRESTS EFFECTED.

Chicago, August 29th.

Nine arrests have been made and others are expected in connection with the wrecking of a train on August 21st.

STOCKHOLM PROHIBITION
PLEBISCITE RESULTS.

Stockholm, August 29th.

The Prohibition Plebiscite resulted in 800,000 voting in favour of prohibition and 9.8 against.

[We print the numbers as received, but possibly 98 should read 390,000.]

EARLIER CABLES.

FURTHER FIGHTING IN ASIA
MINOR.

A THREE DAYS' BATTLE.

London, August 29th.

The resumption of military operations in Asia Minor is definitely indicated in an Athens communique declaring that fighting has been proceeding continuously along the River Akar to Hassanabul during the past three days, and estimating the Kemalist forces at ten divisions, well-equipped with artillery and munitions. A message from Constantinople opines that the Kemalist's immediate objective is to capture the railways and thus isolate the Greek bases at Smyrna and Broussa.

HIGH PRICES AT LEIPZIG
FAIR.

1,500 MARKS FOR A SILK TIE.

Berlin, August 29th.

There was a better attendance at Leipzig Fair than last year, but manufacturers are showing little eagerness to book orders. The textile trade is declining to deal with new customers. In consequence of the depreciation of the mark, all prices are fixed in gold marks. German buyers protesting at this. Prices are exorbitantly high. As an example, the equivalent of 1,500 marks has to be paid for a plain cotton shirt or a silk tie, but these found ready buyers.

REVOLUTIONARY MOVEMENT
IN MEXICO.

FURTHER TROUBLE FEARED.

San Antonio (Texas), Aug. 29th.

Further trouble in Mexico is anticipated from the fact that General Murguía, with a band of officers, including his son-in-law the late President Carranza, had crossed the Rio Grande into Mexico, where he met a band of five hundred revolutionists. Another band co-operating with General Murguía crossed near Laredo for the purpose of overthrowing President Obregon. It is believed that General Murguía is heading for Tampico.

THE REPARATIONS PROBLEM
PESSIMISTIC PRESS COMMENT.

Paris, August 29th.

The tone of today's press comments on the reparations situation affords little expectation that Wednesday's meeting of the Commission will result in a solution. The belief is expressed that Sir John Bigham and M. Maclure have not brought proposals likely to receive unanimous assent, and a reconciliation of the Franco-British theses is regarded as impossible.

FUNERAL OF MR. MICHAEL
COLLINS.

DUBLIN IN DEEP MOURNING.

London, August 29th.

Dublin is in deep mourning to-day on the occasion of Mr. Michael Collins's funeral. Hundreds of thousands lined the six-mile route along which the cortege passed to Glasnevin Cemetery. Forty thousand followed the coffin, hundreds with wreaths from all parts of the world. Mr. Lloyd George and Mr. Winston Churchill were represented at the funeral.

THE IRISH REBELLION.
CABLE TERMINAL SAFE.

London, August 29th.

The irregulars have been driven out from the Waterbury cable station which is the chief terminal of the Commercial Cable Company.

(Continued at foot of next column.)

CANTON'S CIVIL GOVERNOR-
SHIP.
MR. CHAN CHIK KU'S APPOINT-
MENT.

After a week's discussion which brought in many side-issues, Mr. Chan Chik Ku was officially appointed Civil Governor of Kwangtung by the Provincial Assembly on the 29th.

Mr. Chan is 45 years of age and was educated in the United States, being one of the first Chinese to receive his education abroad.

Mr. Chan was elected at an official session of the Provincial Assembly held on the 29th. The chairman, Chung Sing, moved the acceptance of General Chan's resignation. Tang Shao Yi was proposed but did not secure the necessary number of votes. Out of 81 members present, 45 voted for Mr. Chan and as this was more than half the quorum he was duly appointed.

He is closely associated with General Chen and it may be assumed that he is really acting for him. His policy will probably be moulded by Chen's dictations.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

CHANG TSO LIN OPPOSED BY A
TUCHEUN.

TROUBLE ANTICIPATED.

Peking, August 29th.

According to reports from Mukden, strained relations exist between Chang Tso Lin and Tachun Wu Cheng Sheng of the Heilungkiang. The latter is a native of Honan and the Chinese naively state that he is a man of good family without much in common with Chang Tso Lin.

Since the Chihli war, Chang has sought an excuse for getting rid of Wu and the recent mutiny on the Chinese Eastern Railway has given him a chance of which he is making the most. "Wu, however, seems inclined to resist and there are now persistent rumours that he will declare Heilungkiang independent as far as Fengtien is concerned if Chang proceeds to extremes, subsequently bringing the province back to the central fold.

The situation is described as being so intense that important developments may occur at any time.

THE SHANTUNG NEGOTIATIONS.

JAPANESE COMPENSATION CLAIMS.

Peking, August 29th.

At the eighteenth meeting of the First Section of the Sino-Japanese Commission, the Chinese presented a written statement objecting to the Japanese proposal for compensation in respect of mines. This aroused a Japanese objection, the latter promising a written reply. The Japanese submitted a statement concerning the history and conditions of the salt industry, also an inventory including construction, together with a statement concerning claims for compensation to the Japanese engaged in that industry.

THE RUSSO-JAPANESE
CONFERENCE.

Tokyo, August 29th.

The Japanese delegates to the conference fixed for August 30th have left for Changchun where meetings with the Russians are to be held, probably at the Japanese Consulate.

REBELLION IN GUATEMALA.
TWELVE REBELS BEHEADED.

San Salvador, August 29th.

According to a message from Guatemala, the Government has recaptured the towns and villages recently seized by the revolutionaries, who massacred 22 adults and two children. Twelve rebels were summarily executed, and their heads exhibited to the people as a warning.

U.S.A. MINING DISASTER.
SEVENTY-FIVE MEN ENTOMBED.

San Francisco, August 29th.

Seventy-five men comprising the night staff of the Argonaut Mine, Jackson (California) are entombed below the three thousand foot level as the result of a fire. A rescue party has started out.

COUNTY CRICKET.
ANOTHER VICTORY FOR YORKS.

London, August 29th.

At Brighton, Yorkshire defeated Sussex by 92 runs.

At Bournemouth, Hants beat Lancashire by an innings and 54 runs.

MARK FLUCTUATIONS.

London, August 29th.

In London, marks touched 6,200 and closed at about 7,500 to the pound sterling.

GERMAN BANK RATE RAISED.

Berlin, August 29th.

The Reichsbank's discount rate has been raised from six to seven per cent.

OUR LONDON LETTER-
MEMBERS OF PARLIAMENT AND
QUESTIONS OF PRIVILEGE.SEQUEL TO THE DEBATE ON BESTOWAL
OF HONOURS.

[FROM OUR OWN CORRESPONDENT.]

London, July 27th.

COURT AND SOCIETY.

The Garden party at Buckingham Palace this week was a wonderfully brilliant affair, attended by over four thousand guests, and for once the weather, which has spoiled so many social functions this summer, proved kind. There was no rain, and the grounds were in excellent condition, with the lawns gloriously green, and the trees affording a welcome shade from the heat of the July sunshine. As usual, the King and Queen first greeted the Diplomatic Corps, the ceremony taking place under the trees. Afterwards their Majesties moved about among their guests with a friendly greeting for those they knew. A couple of hours were spent in this manner; and it was not until then that Queen Mary indulged in a cup of tea, which she partook of in one of the marquees erected on the lawns, and enjoyed it at a small table without any formality, just like any of the thousands at the garden party.

In addition to the King and Queen, other Royalties present included the Prince of Wales, the Duke of York, Prince Henry, Princess Mary, who was accompanied by her husband, Princess Arthur of Connaught and Princess Maud. The King was in the cool-looking attire of a grey frock suit and a grey top hat with a grey band, and he wore a white carnation in his buttonhole. The dresses of the ladies were magnificent, as is to be expected on such an occasion, and in view of the recent controversy as to the length of the frock—whether the extremely short skirts reaching only a short distance below the knee shall continue fashionable or not—it may be of interest to remark that the rule generally adopted by the ladies present was for a dress reaching almost to the ankles.

THE WEDDING OF THE SEASON.

The wedding of Lord Louis Mountbatten, cousin of the King, and Miss Ashley, granddaughter of the late Sir Ernest Cassel, was the outstanding event of the week, and, indeed, of the London "Season." It was attended by the King and Queen, and by practically every other Royal personage in the country, while the unusual sight was witnessed of the Prince of Wales acting as best man. I suppose there has not been anything approaching such a crowd of notabilities at a wedding since the marriage of Princess Mary and Viscount Lascelles; and with such a distinguished send-off on the matrimonial journey, to say nothing of wealth in abundance, and health and youth the couple are indeed to be accounted a fortunate pair. The feature of the scene in the church was the procession down the aisle. Immediately following the bride and bridegroom came Queen Alexandra, with a bunch of carnations fastened to the bodice of her purple dress, leaning lightly on the arm of Queen Mary, and after them came the King, the Prince of Wales, the Duke of York, and other Royalties.

THE LONDON SEASON.

The London season may be said to come to an end with Goodwood Races, which took place this week, although, of course, Cowes Week has yet to follow. After that Society (with a capital S) will scatter to the four points of the compass. The King and Queen attended Goodwood together, being the guests of the Duke of Richmond and Gordon, and this was the first time that the Queen had been present since her Coronation. Goodwood was always a garden-party race meeting, in this respect being second only to Ascot; and the park-like course is a perfect setting for pretty frocks. The meeting certainly deserves the title of "Glorious Goodwood."

THE ILL-FATED S.S. "ZOFFE."

Captain Collier, master of the ill-fated P. & O. liner *Egypt*, made a considerable impression at the Board of Trade inquiry into the cause of the disaster, which occurred during a fog in the Channel near the French coast on May 20th. "I believe I am right in saying many people went to the inquiry with the idea firmly fixed in their minds that the loss of life would have been minimised, and perhaps avoided, but for the panic that ensued among the coloured members of the crew who rushed for the boats. But Captain Collier gave the mixed crowd under his command a testimonial. 'I have been in China,' he said, 'I have been with Malay crews, with white crews during the war; and I have been with Lascars on the London to Bombay route. Lascars are better fitted for the work and climate than European crews. Of course you get 'bad hats' among Lascars the same as you get among Europeans, but Lascars are the men I would select irrespective of the white men.' A surprising part of the Captain's evidence—on which he was closely cross-examined—was that he refused to admit that in the crucial moments after the collision with the French steamer that sealed the fate of the *Egypt* a crew of British seamen would have behaved better than the Lascars. 'There is not much to choose between them,' was his dictum, 'if the Lascars are properly led.' This opinion does not, however, agree with the consensus of opinion in this country, where a comparison is made between men of British blood and Orientals.

THE HONOURS DEBATE.
As I anticipated when referring to the rumour in and out of Parliament with regard to the alleged traffic in honours, the subject has been referred for inquiry to a Royal Commission. It is to be noted that the Commission is to consider and advise what procedure should be adopted in the future. Thus there is to be no "inquest" on what has been already done. The reason is that, technically, any examination into the past would be a criticism of the action

of the Crown in the exercise of the Royal prerogative; and it need scarcely be said that as the Crown in these matters is guided by Ministers any raking up of what has gone before would be extremely awkward for other folk besides the present Prime Minister and his colleagues. This also explains why the attack on the Government was not carried to a division in the House of Commons. The incident illustrates to what a large extent politics is a game between the different parties. When it comes to the point it is seen that they are all tarred with the same brush.

PARLIAMENT AND PRIVILEGE.

It is rather curious that the principal result of the honours debate is to raise the question of the privilege of a Member of Parliament, which, of course, had nothing whatever to do with the original subject in dispute. In the course of a speech in the House of Commons Mr. Ronald McNeill created a sensation by making direct charges against two of the new peers, Lord Forres and Lord Waring. Mr. McNeill is a big man, with a hot temper, and the awkward habit of blurring out whatever comes into his head when he is excited. When challenged, he admitted that what he said casting an ugly imputation on the honour of Lord Forres was without foundation; and as regards Lord Waring, who is a principal in the furnishing firm of Waring and Gillow, of Oxford Street, he refused to withdraw what he said unreservedly and merely shifted his ground. His charge was to the effect that the new peer had not given the shareholders in his company certain financial advantages he had resented himself. Lord Waring later made a personal explanation which refuted Mr. McNeill's story, and thereupon challenged his critic to repeat outside the House what he had said inside, where he is privileged against the law of libel.

A QUESTION OF POLICE.

The matter is, it will be seen, of considerable public interest in more ways than one, and it has excited wide discussion in the Press in the last few days. It is held to be a good and wise provision that a Member of Parliament speaking from his place in the House of Commons should be immune from legal penalties for what he may say; otherwise, the freedom of frank and free criticism of men and affairs would be curtailed and the public interest would suffer. But at the same time it is a member to be expected to accept a challenge to walk outside and repeat his statements whenever somebody happens to feel aggrieved? If that were to become the rule there would be an end to privileges, and Members would, in effect, be muzzled.

LIFE AND DEATH.

The report of the Registrar-General just issued is a cheerful document. It shows that the marriage-rate is the highest ever known; the birth-rate is the largest for more than a decade; and the death-rate is the lowest on record, the decline being especially notable in the case of infantile mortality. It is not to be expected that we shall ever again witness such a high birth-rate as figured in the official returns in the past, but that is of far less importance than the avoidance of the heavy toll of disease. The thing that matters in this connection in a national sense is not so much the number of newcomers as the preservation of the net balance of healthy survivors among them. It is fairly evident that our social organism is sound, and our resources as a race are being maintained. There are some dismal Jeremiahs among us who are fond of predicting national decay, and they point with unholy glee to the divorce cases in the papers as a symptom. But this is false reasoning. The timeliest thing thrown on what is sensational in that quarter, and the public are apt to get a wrong perspective. As the *Pall Mall Gazette* points out, "scandal and moral failure sink to their true proportions when measured by the statistics of sober happiness and respectability," and these details are to be found in the prosaic pages of the Registrar-General.

LABOUR AND DRINK.

There is ample evidence that the teetotalers are organising their forces for a big campaign in the near future. Mr. "Pussy-foot" Johnson has been over here again as the agent of the American propagandists who, having made the States "dry," are seeking fresh worlds to conquer. The religious bodies in this country are showing a strong disposition to dance to the American tune on this question, but the vast body of British opinion resents this attempt at interference with British habits and traditions on the part of outsiders. Meanwhile, it looks as if the labour party are inclined to adopt a new policy on the drink question. My information is that, on balance, the vote of "the Trade" and the vote "the Trade" can influence, having been shown to be greater than the organised Temperance vote, Labour wire-pullers are disposed to back the former rather than, as they have formerly done, the latter. At a recent by-election "the Trade" supported the Labour candidate, which is a straw that indicates in what quarter the wind is setting. As everybody knows the teetotalers as a party were not much good to the Liberal Party to which they were allied for more than a generation. The Labourites, it appears, have that object-lesson in mind.—H.B.

"How did a young girl obstruct the Police?" asked Mr. Lindell of Sub-Inspector Lamagan at the Magistracy, yesterday. "She insisted on getting water at the public fountain and pulled about the Indian constable who was in charge of the queue," replied the Inspector. "She also used filthy language," he added. "But a young girl," still queried the Magistrate. "Oh! yes, your Worship," replied the Inspector, "she is a full grown girl and gives her age as 15, but I think she is 20." The Magistrate could not satisfy his mind as to the girl's age as she did not put in an appearance in Court. Her bail of £50 was ordered to be forfeited.

BEHIND THE SCENES IN
GERMANY.

[BY DR. ARTHUR LYON.]

Here is a young student coming out of the gate of the University of Berlin. He is a blue-eyed, mild-looking young man with little of the show and swagger and ostentatious courtesy of those I remember in my own student days there; he meets another young man, whose tall, straight figure, military bearing, and superior expression proclaim him a lieutenant of the old regime. A nod, a look. They understand each other.

Later in the evening these two, with four or five others, meet in a cheap little room that one of them has hired in the fifth story of a house in the northern part of Friedrichstrasse. They drink, they sing, they talk, they plan. Their songs have lively refrains, telling how they will spit on the Republican flag, and use their Kaiser comes again. Their talk is filled with contempt and bitterness for the present Government; it blazes with hatred of Socialists, Jews and Catholics. Their plans are murder plots.

Such is the type of those who assassinated Erzberger and Rathenau, who tried to poison Scheidemann, and who have long had Wirth on their list. They are nice-looking young men, rather distinguished in style, well-educated, earnest and sincere, holding themselves superior to the rest of humanity, honourable in ordinary dealings, very respectful of their own code of honour, yet capable of sallying out in a borrowed motor-car, with £20 in their pockets, to shoot a political opponent.

INTERVIEWS.

I have singled out these types, for they are the soul of the Monarchical movement. It is true that any one of them, such as the young student Gneuhart, may boast that he has letters from Ludendorff and advice from Helfferich, but these people are mere figure-heads.

Neither Ludendorff, nor Helfferich, nor Erhardt was privy to the murder of Rathenau, but that exploit, which really ran athwart their plans, was a symptom of the intensity of the propaganda.

So much for the spirit; as for the machine—various organisations, more or less closely linked, ramify through the Fatherland. The most famous of these is "Consal," so called from the sobriquet of Captain Erhardt, one of the most active and daring of the Futach (insurrection) leaders. The "Consal" is wanted by the Berlin police, and he is keeping himself safe in Budapest, which is, indeed, the great seminary of intrigues.

The happy hunting-ground of the Monarchists is Bavaria. There the old officers, most of the university professors, the civil servants, the hotel keepers, a great section even of the labourers, are Royalists. The restoration of the Monarchy is only a question of time, but it is the Wittelsbach line, not the Hohenzollerns, who will reign. The ex-Crown Prince Rupprecht is the Bonnie Prince Charlie of the Bavarians.

JUNKERS.

A coup was actually planned for June 27th last, but the Rathenau affair disconcerted all plans. That coup is merely postponed, and not for long. The Monarchy re-established, Bavaria will take the Tyrol, absorb the Salzburg region, then, by force or compulsion, engulf Saxony, dominate the whole Reich, and eventually constitute a new Empire, with Rupprecht as a constitutional monarch, and with the Junkers in complete control.

That regime would, at first, seek friendship with England, but a war of revenge on France would be an article of faith. The new State would, at the beginning, be strongly Catholic, in spite of the Protestantism of the Prussian Monarchists.

What stands in the way? The actual Republic? The Government is well-intentioned but feeble. The great body of the working-classes are, however, determinedly Republican, fiercely democratic.

Since Rathenau's disappearance the only outstanding figure is that of the Chancellor Wirth—a solid, serious, honest man, but not big enough, nor enlightened enough, nor endowed with prestige enough, to conjure away the evils that are now besetting Germany.

WAR SERVICES CANTEENS.

The final accounts of the British War Services Canteens show total profits of over £16,000,000, of which £5,500,000 is to be distributed as rebates to units, £2,250,000 expended, or to be expended, in benefits for the British Dominion, Indian and United States forces and the British Navy, leaving £7,000,000 for the United Services Fund for the benefit of ex-service men of which £3,729,000 has been handed to the fund, leaving £3,271,000 to be handed to the fund. The offer of the War Secretary to make this payment as a final settlement has been accepted by the fund.

The House of Commons on July 21st passed the second reading of the Bill validating the payment of £7,200,000 from the profits of the Expeditionary Forces Canteens, mostly to the United Services Fund, but in part to the Dominions. There was considerable complaint of mismanagement of the fund, and it was argued that had the Government wound up the canteens after the Armistice, instead of continuing them on a peace footing, a loss of £4,000,000 sterling due to the slump prices, would have been avoided. Reference was also made to the allegations of fraud.

Sir L. Worthington Evans promised that any prima facie case of fraud would be submitted to the Law Officers, and the Government would appoint a Select Committee to enquire into the whole question.

PROBLEM OF EMPIRE. 3
LORD BALFOUR ON ITS SOLUTION.

A meeting of the Victoria League was held at the Guildhall on June 30th. The Lord Mayor, who presided over a large gathering, said it was just twenty-one years since the Victoria League was formed. It was founded on the death of Queen Victoria—in her memory and in her name. Its object was the promotion of closer union between British subjects living in different parts of the world.

Lord Balfour proposed the following resolution:—"That in the opinion of this meeting the practical and non-party work of the Victoria League for the Empire deserves the heartiest support of all British people." He said that the inherent difficulty or problem of the British Empire arose largely—almost entirely—from physical conditions. The United States had one great advantage over us, due to geographical situation. Those who gradually settled the land were bound to each other by means of communication—by a train of settlers. So that when the farthest and remotest parts of the continent were settled, there was one nation of which all the members were in direct physical, as it were, and material connexion by land with all the others.

"How different and how much harder," Lord Balfour continued, "is the destiny that we have to accomplish, the problem we have to solve. We are separated from the nearest of the Great Dominions by the whole width of the stormy Atlantic. And as for Australia and New Zealand, they are, as we all know, at the very Antipodes, the parts of the earth most distant from the Motherland, that central community from which they issue, whose laws and institutions they have carried to the uttermost parts of the world. In these circumstances, it is quite inevitable that human nature being what it is, the communities that we have planted, or that they have planted themselves, in these remote regions, should have as their main preoccupation the immediate pressure of necessity of concentrating their attention on their local problems, on their local difficulties, on the development out of uninhabited, or at all events, uncivilized land, of a community as free, as cultured, as that from which they sprang.

"That is a preoccupation which may well absorb all the attention of these fellow citizens of ours. And yet if either they or we allow ourselves under pressure of our own local difficulties and problems to forget our common origin, allow ourselves to be cold or even lukewarm in our Imperial patriotism, then this great experiment of the British Empire, new as it is in the whole history of the world, is doomed either to failure or the most qualified of successes. It can only be what Providence intended it to be. What statesman of this country do we can only fulfil the ideal at which they aim if, in addition to all these local patriotisms, however warm they be, we always add the background of our political and national thought the notion that we are common members of a common family. The problem is not easy of solution, but it can be solved, and I boldly maintain that the kind of work this League has done and is doing is the kind of work which is eminently calculated to further the great object which I have described."

The resolution was carried unanimously.

CHANNEL TUNNEL.

SUGGESTION TO EMPLOY GERMAN
LABOUR.

If the Reparation Commission approves, Germany is to be asked to supply labour and material for the carrying out of a great scheme of public works in France.

The estimated total cost, of which Germany would be asked to bear two-thirds or three-fourths, is 18½ milliard francs, but M. le Trocquer, Minister of Public Works, who has given some particulars of the scheme thinks that the British Government might like to include the Channel Tunnel, in which case the total would be raised accordingly.

M. le Trocquer points out that under the Treaty the Germans may be called upon not merely to make good the destruction in the invaded departments, but to provide labour and material on such works as any one of the Allied or Associated Powers may wish to carry out for its industrial or economic development.

The French scheme has in view public works of a revenue-producing kind and it is proposed that at first study should be concentrated on two or three great enterprises with the idea of extending the scope of the scheme later. These would have for their object the development of water power and the distribution of electric energy to the national industries.

The harnessing of the Rhone, the Dordogne, and other rivers is mentioned, and electric railways are also part of the scheme.

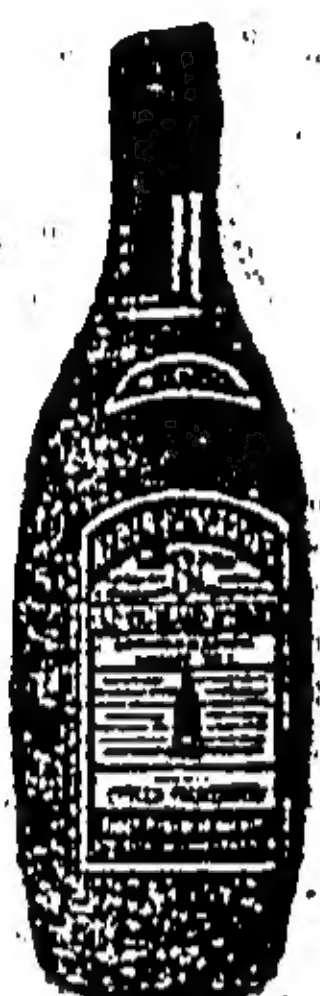
M. le Trocquer gives the scheme his approval on the ground that no means should be rejected of making Germany pay, but he, nevertheless, utters a word of warning. He points out that among other difficulties is that of arranging for the payment of the German workmen while in France. If the German Government is to be called on to pay them in francs, as it would be better for France to receive the money direct. On the other hand, if the men are paid in marks, how will they be able to feed themselves and provide for their needs in a country where only the franc is accepted?

The Lord Chancellor has appointed a Committee to consider and report upon what changes, if any, are desirable in the existing law relating to criminal trials in which the plea of insanity as a defence is raised. Lord Justice Atkin is nominated chairman.

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THE MARRIAGE PROBLEM. A WIDE VARIATION OF TYPE SEEN AMONG DIFFERENT RACES.

Human marriage exhibits a wide variation of type. The established customs among different races of men comprise every form of association which can be imagined. This is the basis of an estimate in the *New Statesman*, which goes on into further details.

"There is promiscuity," it says, "which is virtually the negation of marriage; there is polygamy, or the marriage of one man to several women; polyandry, or the marriage of one woman to several men; group marriage, or the marriage of several men to several women; exogamy and endogamy; and finally there is monogamy, traces of which seem to permeate more widely than any other form. Each of these types represents the natural instincts of the different races which exhibit them, and we are forcibly impressed by the astonishing variability of human instinct in this sphere. To a civilized European, what would be more insufferable than polyandry? Yet we learn that among certain races the system works well and no jealousy is aroused between the husbands of the common wife."

Sentiments about marriage, it says, spring from the deepest and strongest impulses of the animal kingdom; upon them depends the survival of the species. They evoke wisps of deep-rooted prejudice which become entangled in the wheels of the logical machine, and gravely disturb the calm process of intellectual analysis.

"In some races," says the *New Statesman*, "men are prohibited from marrying women of their own tribe; in other races they are prohibited from marrying any women except of their own tribe. In Babylon at the present time divorce by mutual consent is permissible, whereas separation by mutual consent is prohibited. Across the border in Holland divorce by mutual consent is prohibited, whereas separation by mutual consent is permissible."

INTENSITY OF REGULATION.
Intensity of regulation follows intensity of sentiment. In modern civilized countries the life of men—and far more of women—is bound up with regulation. Public opinion divides women into two categories, the married and the unmarried. On the unmarried it imposes pertinent and unswerving abstinence; on the married it prohibits abstinence and enjoins permanent and regular submission to one man. And public opinion sets up penalties, both social and economic, for any infraction of its code. Human nature cannot easily be forced into such an artificial and cast-iron mould; disharmony is patent on every side.

The marriage laws of civilized countries," it says, are founded on the desire to reserve the purest form of monogamy, "and also on the wide-spread opinion that the natural state of man is promiscuity. The falsity of this latter opinion is abundantly proved by Professor Westermarck. Promiscuity certainly is not, and probably never has been, the natural state of man; and if it were no laws would avail to suppress it."

MONOGAMY THE NATURAL STATE.
"In modern civilization the natural state of man is monogamy, and it is just because monogamous instincts are so strong and so universal that monogamous laws and customs are severe. For some time past anthropologists have been edging away from the earlier hypothesis of promiscuity as the primitive state of man back to the opinion of Darwin. 'We may conclude from what we know of the jealousy of all male quadrupeds, armed as many of them are with special weapons for battling with their rivals, that promiscuous intercourse in a state of nature is extremely improbable. The most probable view is that man originally lived in small communities, each man with a single wife, or, if powerful, with several, whom he jealously guarded against all other men. True monogamy exists side by side with promiscuity and prostitution. But in all civilized countries promiscuity is a disreputable outsider, flourishing only in the dark, and seeking always to be hidden. The supremacy of monogamy can never be in doubt; it needs no bolstering by law, for it is part of our physiological constitution, and can no more be maintained by law than it could be destroyed by law."

The problems attending on marriage are, in the opinion of this English paper, perhaps the most difficult of any with which legislators have to deal. They are also perhaps the most important of any. It is probable that disharmony must continue to prevail, for the feeling aroused is high and yet it is heterogeneous. Legislative interference must always be a dangerous and delicate matter. It can only be undertaken wisely, on the basis of full knowledge of the history of marriage."

A HOME FROM HOME.

A comedy of piquant errors was enacted by policemen in the small hours, according to the Paris correspondent of *The Times*. They picked up a nocturnal reveller, and conducted him to an address on an envelope which the inebriate indicated. The porter admitted him, merely grunting, "Encore!" ("Again!"). The man's wife was not surprised, but reproached the police for bringing home her husband drunk. "He might as well have spent the night at the police station," she remarked. The police bundled him into the room, where he retired to bed. On awaking in the morning the woman was horrified to discover that the man was not her husband, but a stranger. She indignantly expostulated with the police, pointing out the compromising situation which would have arisen if her husband had returned. The police reassured her by intimating that her husband had been arrested over-night for being drunk, and was still in the lock-up.

J. B. LAL.

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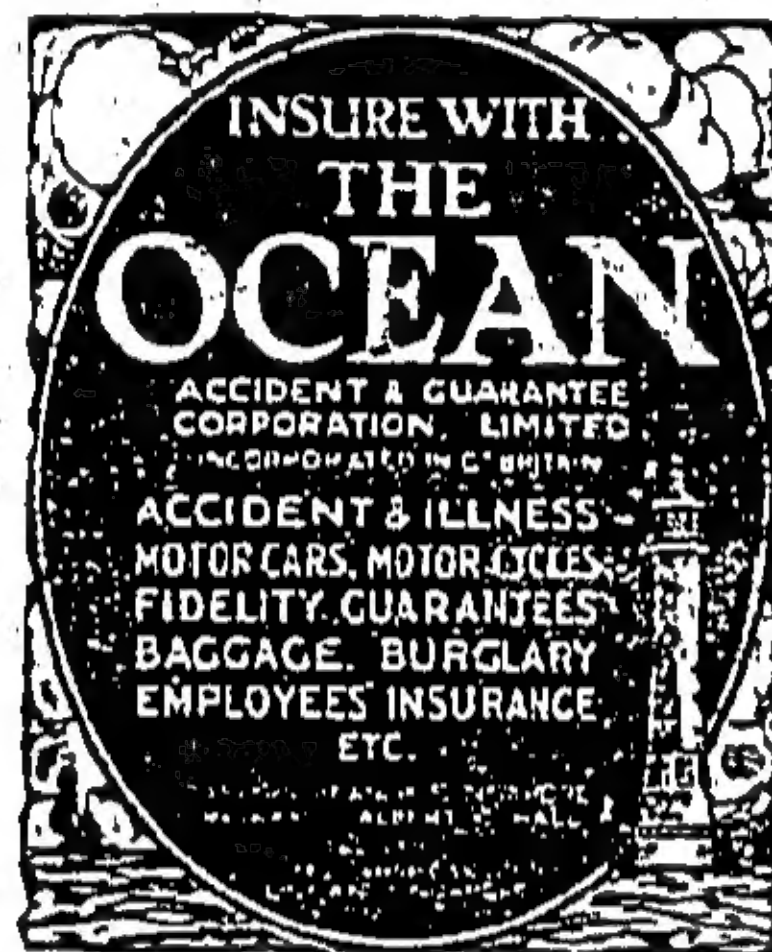
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It is used with consistent success in Nerve Weakness, Coughs and Colds—in the words of a well-known Medical Man, "Nothing has the same lasting results."

It is no wonder doctors all over the British Isles prescribe Hall's Wine—and have done so for nearly thirty years—when it has won such glowing tribute to its worth.

Hall's Wine

THE SUPREME RESTORATIVE

A doctor writes of this wonderful tonic: "Hall's Wine has done me up so effectively that I have passed my faith to it ever since."

Hall's Wine is obtained from all first-class Chemists and Wine Merchants, and is sold in Cans, 1/2, 1, and 2 Gallons.

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"BRAVE AND BOLD"

APHOTODRAMA OF LOVE AND LEDGERS.

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EILEEN SEDGWICK in "THE GREAT RADIUM MYSTERY."
Episodes, 6 & 7.

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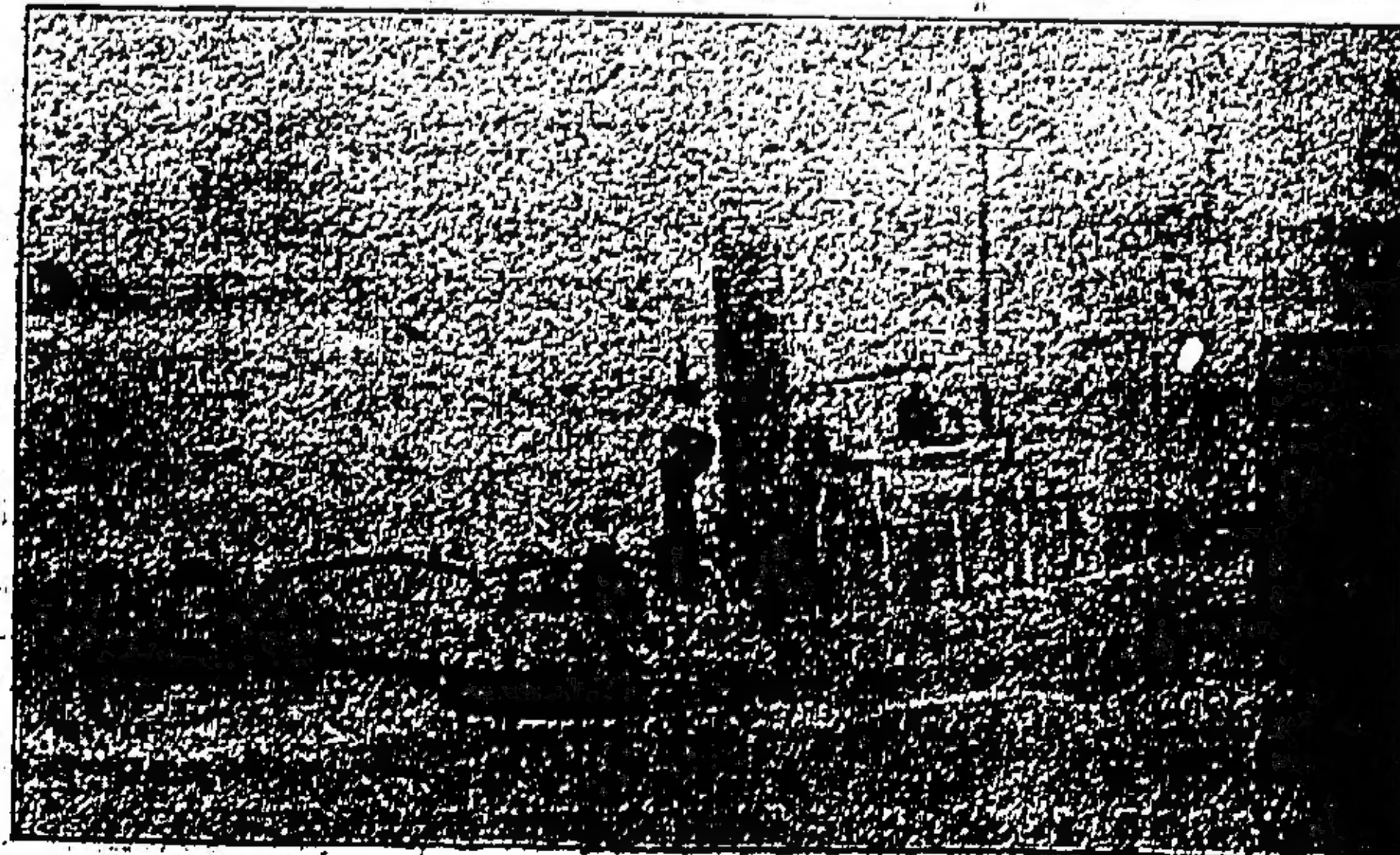
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THE NEW SCIENCE REMEDY
THERAPION NO. 2
THERAPION NO. 3

HOW TO END WAR.

DEAN INGE AND GERMANY.

WAY TO RECONCILIATION.

Dean Inge, in the course of a sermon he delivered at St. Paul's Cathedral to the delegates attending the twenty-second International Peace Congress, on July 28th, said if the victors wished to make an end of war—and another war in our time would destroy our civilisation utterly—we ought to have offered the Germans terms which they would have thought unexpectedly generous, and then said to them: "Now we have given you no excuse for pleading revenge; join us in establishing a League of Nations and universal disarmament, and let us all help each other to gather up the debris that remain." The Germans, said the Dean later, "have at least as much to repent of as we have; indeed, I still think they have more, and we must help them to show their best selves by showing them our best selves."

"Sirs, ye are brethren! why do ye wrong one to another?" This passage from Acts VIII., 25, was chosen by Dean Inge as the text for his address. He never met, he said, anyone who wished to war with Germany, or any other country, but we were told, perhaps rightly—it was not for him to say—that the country must fight, and that there was no help for it. The people of all the other belligerent countries were told the same, and so millions of men, who a week before, were absorbed in their peaceful work and play in their quiet homes, with their families around them, were hurled against each other for four years of septicemic butchery. We need not now apportion the guilt. It was as Europeans, as Christians, as civilised men, that we were all called to penitence—a penitence in which we might all find the path to reconciliation. The war, while it lasted, seemed to us to have been caused by the deliberate wickedness of an abstract demon called Germany. The Germans were more or less honestly persuaded that similar abstractions called Russia, France, and England were the criminals. Now it seemed to most people that we were all stark mad together. The chief obstacle to penitence was a suspicion that none of the belligerents were responsible for their actions.

THE UTTER FOLLY OF WAR.

The utter futility and folly of war generally had been demonstrated. Wars were waged, he supposed, for territory, or for plunder, or for trade. As for the first, nothing weakened a country more than unwilling subjects. As for the second, he had heard, on very good authority, that Bismarck declared that if he made another successful war, one of the terms of peace would be that Germany should pay a large indemnity to the losers. As for trade: if our most energetic competitor and our best customer happened to own the same head, it was not good business to cut that head off. National bankruptcy, widespread unemployment, starving children, civil war, and revolution—the relapse of civilisation into barbarism—since it was the most highly educated classes who were first ruined—that was what war meant. Perhaps the business community would not again make the mistake of thinking that war could ever be good business. But the inability to attacks of war fever was so great, and the irrationality of human beings so intractable that they could not rely only on appeals to common-sense. The moral appeal must come first, and must now mainly take the form of penitence and the spirit of reconciliation. In part, no doubt, the horrors of the war were the result of the elaborately engineered propaganda of hatred which all the belligerents employed. This was one of the most devilish parts of the whole business, and the poison which was generated had been slow to subside.

"And then," Dean Inge went on, "we think of the peace. The victors had to consider whether they wished to make an end of war—as we all know, another war in our time would destroy our civilisation utterly—or whether they wished to make a vindictive peace which the losers would think themselves more than justified in tearing up at the first opportunity. If we wished the former, we ought to have offered the Germans terms which they would have thought unexpectedly generous, and then said to them: 'Now we have given you no excuse for pleading revenge; join us in establishing a League of Nations, and universal disarmament, and let us all help each other to gather up the debris that remain.' We say that the Germans showed no signs of repentance. Did we make it easy for them to repent? So far as he could gather, the people in Germany were rather less bitter than we should be if we had met with the same treatment, but he would not like to build upon that, because he had no wish to talk politics. He merely pointed out the obvious fact that if one of a pair of gamblers had won and exacted full payment of a heavy stake, and then said, 'Now we will play for love for the rest of the evening,' his proposal was not likely to find favour with the loser. It was an appalling state of things, but if it please God, it was not yet too late. The gate of repentance was not yet shut. We had all sinned and suffered together; we might all repent together. 'We English,' said the Dean, 'are a sentimental people, and some of us, in our reaction from the hatred fostered during the war and our shame at having given way to the absurd idea that everyone who has the misfortune to be born between the Rhine and the Vistula has a double dose of original sin, have rushed to the opposite extreme, and speak as if our late enemies were amiable and injured innocents. That will not do at all. They have at least as much to repent of as we have. Indeed, I still think they have more, and we must help them to show their best selves by showing them our best selves.' Justice, common-sense, and goodwill were the qualities which were needed, not sentimentality. The harmony of the European symphony needed the best notes of all its members."

Universally Preferred

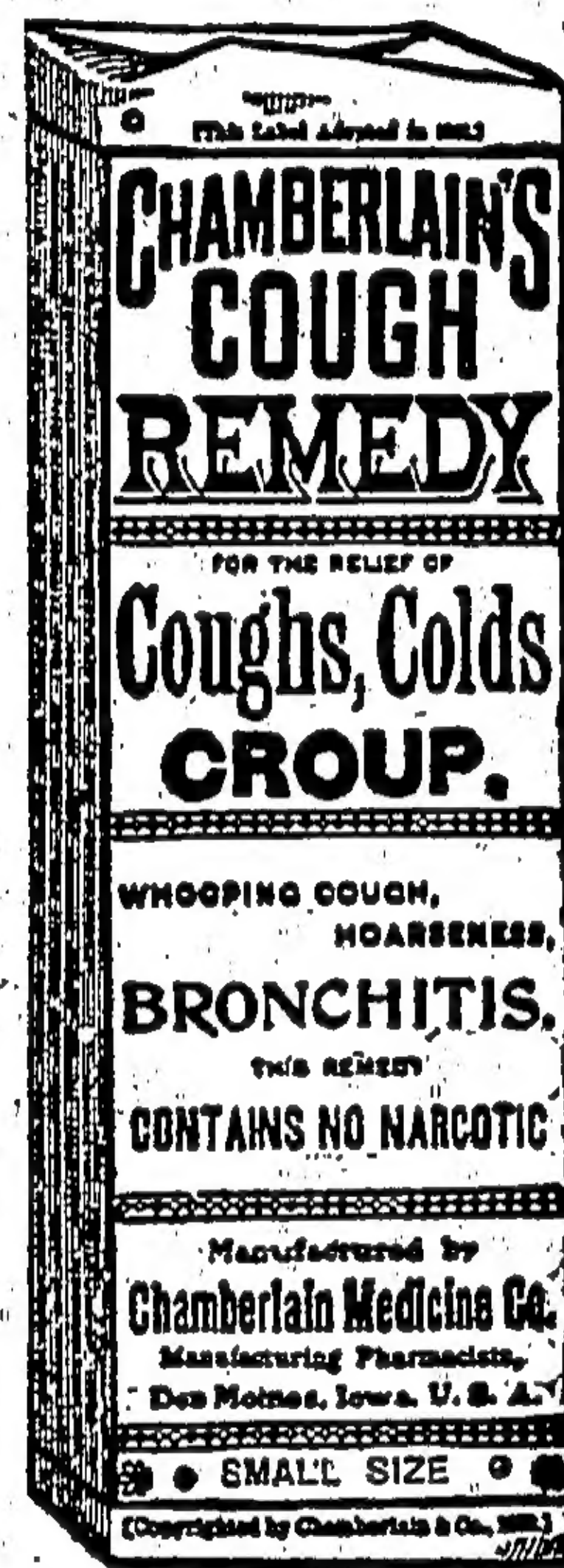
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UGANDA CANNIBALISM.

The Nairobi correspondent of the Times, writing on June 17th, says that the outbreak of cannibalism discovered in Uganda has given rise to considerable speculation as to the permanency of the effects of civilisation upon the African. The natives of Uganda, as a whole, have always been regarded as considerably in advance of the natives of Kenya in development and the distasteful occurrence forms the subject of a minor controversy between the supporters and detractors of the missionary, upon whose broad shoulders such unforeseen events finally rest. Reports of the prevalence of cannibalism, circulated by Uganda natives at the time of the recent trial when three natives were sentenced to death for the murder of a girl for the purposes of cannibalism at Kampala, are supported by another incident which has just come to light. At a small township on the slopes of Mount Elgon, on the Kenya side of the border, police authorities brought in a small party of natives, caught in the act of lighting a fire to cook the dismembered remains of a native which had been distributed among them. As no evidence of murder could be collected this case did not come to light at the time. The authorities are taking every measure possible to stamp out the horrible custom.

Following negotiations between the Federation of British Industries and the English and Welsh railway companies, a general reduction in the rates and charges on merchandise came into operation on August 1st.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

HAIPHONG via HOIHOW	"MINGSANG"	Thursday, 31st Aug.	D.L.
TSINGTAU via SWATOW	"KWONGSANG"	Friday, 1st Sept.	Noon.
STRAITS & CALCUTTA	"HOSANG"	Friday, 1st Sept.	3 p.m.
MANILA	"LOONGSANG"	Friday, 1st Sept.	3 p.m.
Kobe	"KUMSANG"	Saturday, 2nd Sept.	4 p.m.
SHANGHAI	"YUSANG"	Sunday, 3rd Sept.	Noon.
TSINGTAU via SWATOW	"YATSHING"	Sunday, 3rd Sept.	Noon.
BANGKOK via SWATOW	"KWAISANG"	Tuesday, 5th Sept.	Noon.
SANDAKAN	"HINSANG"	Wednesday, 6th Sept.	Noon.
Kobe	"FOOKSANG"	Wednesday, 6th Sept.	Noon.
TSINGTAU via SWATOW	"HANGSANG"	Thursday, 7th Sept.	Noon.
SHANGHAI	"KUTSANG"	Monday, 11th Sept.	D.L.
TIENHSIN	"CHEONGSING"	Tuesday, 12th Sept.	4 p.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets be obtained and through Bill of Lading are issued. Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when indicated.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 3,000 tons steamers, "HINSANG" and "MAHSANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENHSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

"HOSANG" will be despatched on or about Friday, 1st Sept., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight and Passages apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENARIFFE"	28th August	
"GLENAMOV"	15th September	
"GLENOGLE"	23rd September	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENLUCE"	2nd Sept., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENSHANE"	3rd Sept., LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENBROOKSHIRE"	24th Sept., LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENADE"	8th Sept., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	

Movements are subject to change without notice.

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SHIPPING NEWS

ARRIVALS.

August 28th.

Pan Sumat, Siamese str., 1,267 tons, Capt. Nai Yoo Nairna, from Bangkok, with a general cargo.—B. & S.

Saichon, Chinese str., 746 tons, Capt. J. H. Van den Berg, from Tourane, with salt.—Yun Woo S.S. Co.

August 29th.

City of Sydney, British str., 3,642 tons, Capt. O. Williams, from Saigon, with a general cargo.—Rank Line.

Deaucha, British str., 1,785 tons, Capt. H. W. Potter, R.N.V.R., from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.

Eastern, British str., 2,272 tons, Capt. J. O. Gibbons, from Moji, with a general cargo.—Mackinnon, Mackenzie & Co.

Georgis, French str., from Canton.

Ginga Maru, Japanese str., 615 tons, Capt. Yumamasa, from Shanghai, with a general cargo.—T.K.K.

Hellas, Norwegian str., 860 tons, Capt. Haakon Brandt, from Saigon, with rice.—Kung Chung S.S. Co.

Kalgan, British str., 5,625 tons, Capt. S. Finch, O.R.R., R.N.R., from London, with a general cargo.—Mackinnon, Mackenzie & Co.

Tai Sze Ma, Chinese str., 402 tons, Capt. Leung Hin Wa, from K. C. Wan, with a general cargo.—Yun Fat S.S. Co.

Tymaria, British str., 3,175 tons, Capt. T. H. Morgan, from Manila, with a general cargo.—Bunk Line.

Vin. Gerdanier, Dutch str., 2,837 tons, Capt. J. J. Clasen, from Singapore, with a general cargo.—J.C.F.L.

Yaku, British str., 1,237 tons, Capt. Pringle, from Wghaiwei, with a general cargo.—B. & S.

CLEARANCES.

August 29th.

Chipping, for Tientsin.

City of Manchester, for Singapore.

Deaucha, for Singapore.

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SHIPPING MOVEMENTS.

The P. & O. s.s. *Karnala* arrived at

London on August 28th.

The R.M.S. *Empress of Asia* arrived at

Manila yesterday at 6 a.m.; left Manila

at 8 p.m.; and is due at Hongkong at

8 a.m. to-morrow (Thursday, August 31st).

The R.M.S. *Empress of Australia* arrived

at Shanghai on August 29th, at 4.30

a.m., left the same day at noon, and is

due at Kobe on August 31st, at 5 p.m.

The N.Y.K. s.s. *Yamagata Maru* (Cal-

cutta line) left Calcutta for Hongkong via

ports on August 28th, and is expected

here on September 17th.

VESSELS EXPECTED.

Ajae (Blue Funnel), due Sept. 4th.*Antiochus* (Blue Funnel), due August

31st.

Bellerophon (Blue Funnel), due October

19th.

Benroch (Ben Line), due Sept. 2nd, day-

light.

Empress of Asia, due August 31st, 6 a.m.*Empress of Canada*, due Sept. 14th.*Hakone Maru* (N.Y.K.), due Sept. 1st.*Hakone Maru* (Blue Funnel), due Sept. 26th.*Huron* (Blue Funnel), due September 10th.*Jeyapore* (P. & O.), due to-day, 5 a.m.*Katori Maru* (N.Y.K.), due Sept. 2nd.*Kogane Maru* (N.Y.K.), due Sept. 7th.*Orestes* (Blue Funnel), due Sept. 19th.*Tulthylus* (Blue Funnel), Sept. 3rd.*Tydeus* (Blue Funnel), due Sept. 13th.*Tyldarus* (Blue Funnel), due Sept. 21st.*Yoshino Maru* (N.Y.K.), due Sept. 14th.

WEATHER REPORT.

August 29th, at 10.54.—Pressure has

increased slightly at Vladivostok and has

increased slightly at Shanghai. It is nearly

stationary from Formosa to Indo-China and

over the Philippines.

A shallow depression is still shown over

S.W. China.

Hongkong Rainfall for the 24 hours

ending at 10 a.m., 29th August, 2.42 inches.

Total since January 1st, 52.21 inches, against

an average of 63.16 inches.

The forecast for the 24 hours ending at

noon to-day is as follows:—

District Forecast

S. or variable winds,

moderate; generally

cloudy, occasional

rain.

The same as

No. 1.

South coast of China between

Hongkong and Lamoek

No. 1.

South coast of China between

Hongkong and Hainan

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Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

	From Hongkong	Arrive Vancouver		From Canada	Due England
Empress Asia	Sept. 7	Sept. 25	Empress France	Oct. 3	Oct. 10
Empress Canada	Sept. 23	Oct. 9	Empress Scotland	Oct. 17	Oct. 24
Empress Russia	Oct. 5	Oct. 23	Empress France	Oct. 31	Nov. 6
Empress Australia	Oct. 25	Nov. 13	Minnedosa	Nov. 22	Nov. 30
Empress Asia	Nov. 2	Nov. 20	Empress France	Nov. 28	Dec. 5
Empress Canada	Nov. 18	Dec. 4	Empress Scotland	Dec. 12	Dec. 19
Empress Russia	Nov. 30	Dec. 18	Empress France	Dec. 26	Jan. 3

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

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Maximum Rate U.S.G. \$820.80

First Class Accommodation Throughout.

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via Manila, Nagasaki Yokohama and Honolulu.

s.s. "NILE" Sept. 30th.

s.s. "GORJISTAN" s.s. "GORJISTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

s.s. "ARMANESTAN" s.s. "ARMANESTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

On or about Sept. 15th.

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N. Y. K.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan port.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

IYO MARU (Nagasaki direct) ... Saturday, 16th Sept., at 11 a.m.

SHIBUOKA MARU ... Saturday, 30th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KATORI MARU ... Sunday, 3rd Sept., at 11 a.m.

ATSUTA MARU ... Friday, 16th Sept., at 11 a.m.

HAMBURG via DUNKIRK, LONDON, ROTTERDAM.

LIMA MARU ... Friday, 8th September.

LIVERPOOL via MARSEILLES & GLASGOW.

BENGAL MARU ... Thursday, 7th September.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Tuesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Tuesday, 17th Oct., at 11 a.m.

ELLERMAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

FREIGHT & PASSENGER SERVICE.

OUTWARDS.

HOMEWARDS.

S.S. "CITY OF FLORENCE" ... 6th Sept. ... London, Antwerp, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passenger rates apply to—

Rams & Co., Canton.

THE BANK LINE, LTD.,

General Agents.

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.,

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "TITAN"	via Suez Canal	5th Sept.
S.S. "CITY OF LINCOLN"	via Suez Canal	15th Sept.
S.S. "CITY OF BRISTOL"	via Suez Canal	25th Sept.
S.S. "CITY OF MELBOURNE"	via Suez Canal	15th October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON.

RAMES & CO., CANTON.

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MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS.	STEAMERS & DISPLACEMENT.	SAILING DATES.
SHANGHAI, KORE, YOKOHAMA	"ANGKOR" 15,000	On or about 1st Sept.
	"ANGERS" 15,000	On or about 15th Sept.
	"AZAY LE RIDEAU" 15,000	On or about 29th Sept.
MARSEILLES, via HAI-PHONG, SAIGON, PENANG, SINGAPORE, COLOMBO, ANG, COLOMBO, SUEZ & PORT SAID.	"CORDILLERE" 11,000	On or about 5th Sept.
	"AMAZONE" 11,000	On or about 19th Sept.
	"ANGKOR" 15,000	On or about 3rd Oct.
	"ANGERS" 15,000	On or about 17th Oct.

COMMERCIAL LINE

ORAN, PORT-LEZ-TOURNAI, HARVE, DUNKIRK & ANTWERP

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to
CONSIGNATION—TRANSIT—
REPRESENTATION:A. JOHARD,
Acting Agent,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fuel in staterooms, Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	Capt. J. B. Thomson	Friday	1st Sept. at 1 p.m.
HAIPHONG	Capt. W. G. P. P. P.	Tuesday	5th Sept. at 1 p.m.
HAIPHONG	Capt. W. S. Turnbull	Friday	8th Sept. at 1 p.m.

Arrival and Departure from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARPAIK & CO.,
General Managers.**P. & O. British India
Apcar and
Eastern & Australian
Lines**

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHYLOM, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE"†	5,218	31st Aug. Noon	Spore, Penang, Colombo & Bombay
"NOVARA"	4,850	13th Sept.	Marseilles, London & Antwerp.
"SOUDAN"	6,696	22nd Sept.	Spore, Penang, Colombo & Bombay
"MACEDONIA"	10,513	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"MANVLA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,058	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	Bombay, Marseilles, London & Antwerp.
"KARMA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KARHAR"	9,000	20th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	10th Jan. 1923	do
"SARDINIA"	6,580	24th Jan.	do
"NELLORE"	6,863	7th Feb.	do

BRITISH INDIA - APCAR SAILINGS

"GREGORY APCAR" 4,649 2nd Sept. (Calcutta via Singapore, Port Swettenham & Penang)

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 31st Aug. Noon (Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.)

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"KALYAN"	8,987	30th Aug. 4 p.m.	Shanghai, Kobe & Yokohama.
"SOUDAN"	6,696	7th Sept.	Shanghai.
"MACEDONIA"	11,000	9th Sept.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by R.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in five of the seven of their P. & O. Talya Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information, Passage, Fares, Freight, Handbooks, etc., apply to—
† Cargo only.

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.
"LONDON MARU" (Taking Passengers to Europe) Saturday, 16th Sept.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
"TACOMA MARU" Tuesday, 19th Sept.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
"INDUS MARU" Friday, 8th Sept.
SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
"BUBBO MARU" Wednesday, 13th Sept.
CALCUTTA via SINGAPORE & RANGOON.
"SAIGON MARU" Saturday, 30th Sept.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"HAWAII MARU" Friday, 1st Sept.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAWAII MARU" Tuesday, 19th Sept.
NEW ORLEANS via SUEZ.
"SUMATRA MARU" Thursday, 28th Sept.
JAPAN PORTS—Kobe & Yokohama via Shanghai.
"ALTAI MARU" Sunday, 3rd Sept.
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"KAJO MARU" Every Sunday.
"AMAKURA MARU" Thursday, 7th Sept.
TAKAO via SWATOW AMOY.
"SOSHU MARU" X. YARAUDA, Manager
Tel. No. 4080.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "SLAVIC PRINCE" ... End of September.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED

(Incorporated in Great Britain)
St. George's Building.Telephone 3165.
Telegrams (Fareast).**C. N. C.
CHINA NAVIGATION CO., LTD.**

For SAILINGS	SUBJECT TO ALTERATIONS	To Sail
WUHAIRWEI & CHEFOO	"LIANGHONG"	On 30th Aug. 4 p.m.
SHANGHAI & TSINGTAO	"LIANGHONG"	On 31st Aug. 4 p.m.
HAIPHONG	"CHENAN"	On 1st Sept. 9 a.m.
SAIGON	"LIYAN"	On 1st Sept. 9 a.m.
AMOY & SHANGHAI	"SZCHUEN"	On 2nd Sept. 4 p.m.
MANILA, CEBU & ILOILO	"TAMING"	On 2nd Sept. 4 p.m.
SWATOW & AMOY	"KIUNGCHOW"	On 2nd Sept. 4 p.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 2nd Sept. 4 p.m.
HOIHOW & PAKHOI	"CHINHUA"	On 2nd Sept. 4 p.m.
SHANGHAI	"SUIYANG"	On 3rd Sept. 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 3rd Sept. 4 p.m.
SWATOW & BANGKOK	"KAYING"	On 5th Sept. 4 p.m.
SHANGHAI & TSINGTAO	"TUOHOW"	On 5th Sept. 4 p.m.
WUHAIRWEI, CHEFOO & TSINGTAO	"KWEIYANG"	On 6th Sept. 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KAIPOH"	On 6th Sept. 8 a.m.

SHANGHAI LINE—PASSENGER, MAIL and CARGO
Steamers, Saloons, Accommodation, Electric Fans, etc., in Saloons and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Ports and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Whampoa.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO & MESSAGE CAN BE OBTAINED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

STEAMER	TO SAIL
BANGKOK	"PHAN SAMUD"
BANGKOK	"DOEN SAMUD"

For further particulars apply to

Messrs. BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.), Agents.

AUSTRALIAN-ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAITUAN"	23rd Sept.	27th Sept.
"CHANGSHA"	18th Oct.	20th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.), Agents.

**PACIFIC MAIL S.S. CO., Managing Agents,
U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.**

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ 820.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU

S.S. "PRESIDENT CLEVELAND"	Leaves Hongkong	Arrives San Francisco
(formerly "GOLDEN STATE")	Sept. 13th	Oct. 5th
S.S. "PRESIDENT WILSON"	(formerly "EMPIRE STATE")	Oct. 4th
S.S. "PRESIDENT TAFT"	Oct. 14th	Nov. 5th

Sailings and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "LAKE FIELDING" ... Sept. 1st, at noon

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA & NEW YORK.

S.S. "ETHAN ALLEN" ... Oct. 10th

S.S. "HAWOVER" ... Nov. 5th

Telephone 141.

Cable Address "SOLANO"

Agents at CANTON—RAMES & CO.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
FRUITS having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "PERSIA" ... sailing on or about 8th September.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRACIA" ... sailing on or about 5th September.

S.S. "PERSIA" ... sailing on or about 25th September.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMONA" ... sailing 20th August.

S.S. "UMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

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YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. CO., LTD.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 31st Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" ... on or about 31st Aug.

For further particulars, please apply to—

S. MITARAI,

Agent,

Branch Office:

No. 17, Des Voeux Road, West.

Tel. No. 135.

Top Floor, King's Building.

Tel. No. 140.

